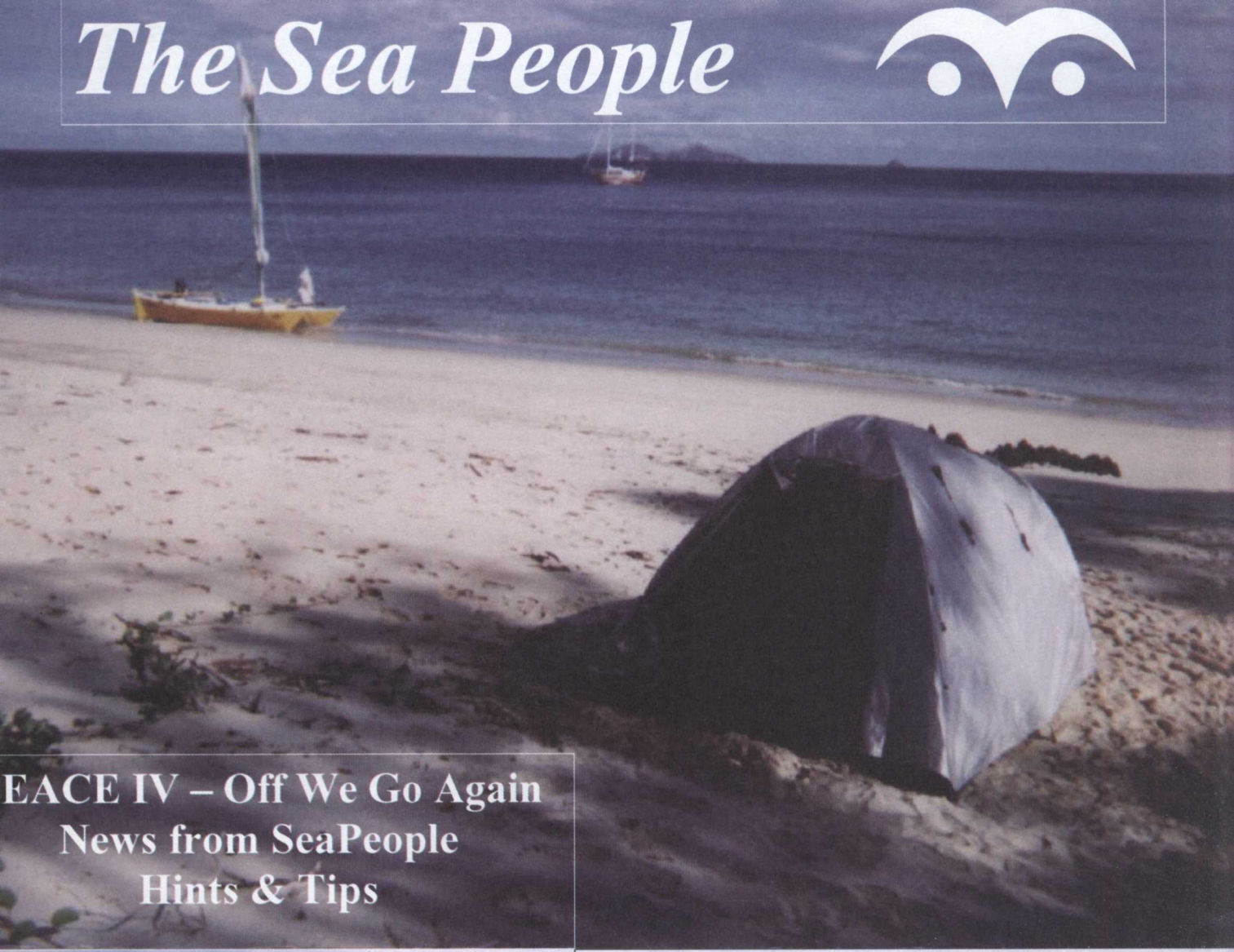
The Sea People



EACE IV – Off We Go Again
News from SeaPeople
Hints & Tips

A "Winter" in Mexico @ 75°F
Sailmaking ~ Build a Mainsail
Florida / French 1st meets

No 55

MAR 2004

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Jeckells
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Contents and Contacts

The Sea People

Magazine of the Polynesian Catamaran Association

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TWINS?

"Jodi" ~ Alex Milne's Hitia17
"Peth Glas" ~ Tom White's Hitia17

Separated by 11,000 miles and 30°F

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From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

It's been brought to our attention that the name "Polynesian Catamaran Association" may infer a name not in keeping with our goals/ aims and may even seem a barrier to non-catamarans, i.e. Melanesia owners. Historically, James wrote the definitive view on the various Polynesian craft and their nomenclature in "The Sailorman". The JWD design booklet consistently refers to his designs as catamarans as does his website. Our original constitution does state the catamarans designed by James Wharram, so there may be something of an inferred barrier. This certainly can and should be changed. Additionally the website can add keywords such as ethnic canoes, outrigger canoes, polynesian canoes, double canoes to aid people in their searching for associations such as ours that support and encourage the building and sailing of such craft.

However, 16 members (including your editor) are listed as building, sailing or planning to build a Melanesia. On the other hand we can and should try and encourage more Melanesia participation, we tried to feature a Melanesia on the cover of this issue. Unfortunately, the only Melanesia pictures in the PCAs photographic archives are of one featured fairly recently in Sea People # 49.

In reviewing past issues, Melanesias have featured only in SeaPeople nos ~ 32,37,42 & 49.

What does this mean ?

- Do Melanesia owners feel excluded? How can we find out?
- Can the Association do more? A suggestion by Andy White for a UK trailer-sailor / car-topper meet for Melanesias, Hitias, smaller Tikis etc. has been raised. Is there enough interest to make a go of it?
- Are Melanesia owners just out having fun and not bothered with group activities
- Tell us what we can do to be more inclusive

With 2 committee members, Mike Wynn & Dave Peak, planning to build Melanesias, shortage of magazine material should start to disappear. Reminder to editor, commodore and other Melanesia people, take plenty of photographs. (see page 24)

Nominations for committee roles should be sent to the PCA Office by May 31st for inclusion on this year's ballot. Nominations for all roles are welcomed.

Well, December was a month of a couple of firsts —
The Florida Keys saw our first US based gathering of Wharram catamarans on December 5 and 6th — A weather front prevented a couple of boats getting there and also some shore-bound attendees (see report & pics pages 19 & 20)
A Paris Social (December 13th) gave us some good feedback from some of our French members and a meet in St Mâlo / La Rance in late May has been planned.

2004	PCA Meets & other Events	Contact
Mar 27	Netherlands Social	Dave Peak
Apr 17	N. Florida Social	Bill Tait Ann Clement
Apr 30-May 3	Poole Spring Meet	Ken Hook
May 28-31	Northern France Meet	Dirk Horstmann Jean-Michel Bader
Jun 18-20	Austrian Summer Meet	Gerald Winkler
Jul 9-16	Brest Festival of the Sea	Tba
Jul 23-25	Channel Isles Meet	Dave Yettram
Aug 20-22	Solent Summer Meet	Tba
Aug 27-30	Poole Summer Meet	Ken Hook
	***** LONG RANGE PLANNING *****	
2005/6	50th "Tangaroa" Anniversary UK-Spain Rally	Dave Peak
2006/7	**50th TRANS-ATLANTIC Anniversary Rally**	Dave Peak / others

How to host a Meet

What's needed to host a meet ?

- Enthusiasm & optimism
- Minimally one (or two) boats, preferably Wharrams
- A couple of anchorages within a days sail
- Pre-designated pickup points
- Site for a BBQ or inexpensive restaurant
-

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier - All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

***** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.**

"A Winters day... ♫♫♫

...In a deep and dark December" warble Simon and Garfunkel, and so it is. It's –3°C, the wind is howling, sleet is rattling my window, but I'm in a great mood. I'm writing this between Xmas and New Year, that no man's land that isn't really one year or the next. I just received e-mail from Gene Perry reporting on the meet in the Florida Keys, coupled with the fact that rebuilding has started in earnest on my Pahi 42. It was a bit of a struggle, finding accommodation around Rotterdam, but that's been sorted, I've pretty much got my workshop in order and the future looks rosy.

Another ray of sunshine was the reception that the colour pages got from lots of members, thanks for all your nice compliments. It wasn't without it's hiccups though, printers were caught up in a takeover and relocation of premises, green colour on cover went missing, green on yearbook was a shade I don't think I've ever seen before.

We're now using a professional quality photo enhancing software tool to retouch the pictures, so picture quality will continue to improve. On the subject of better pictures, Rémy has an article on taking better photos, hints on composition etc that we're supporting, with a competition. See page 24 for more details.

Now there's no need to worry that we're going to go all glossy, yotty on you. More of the same, with improving quality is my secondary aim. Primary aim is still to get the mag out on a timely and regular basis, I think that says more about the vitality of the association than any words could say. I believe we've got a good record over the last 2 years, with 6 of 8 mags being mailed in the month they were aimed for. I know we haven't had a lot of success getting the December issue out in December but with places closing down for 10-14 days over Xmas and New Year, their workloads at the beginning of the month jam up. As a small time customer we don't have too much clout to get preference. Everyone wants it!

Occasionally, just occasionally, winter affords us those clear, crisp non-freezing days to wander around boatyards. Being in the Netherlands (Holland is only two provinces in the south west) there's a lot of traditional boats around and on one such day, clutching my bag of potats (chips(UK)/fries(US)) with Pinda (warm peanut) sauce and chopped onions, I sat and studied, really studied some details and found some similarities to Wharram cats, to whit -

- *Forestay tension problems—traditional Dutch boats use their bowsprits to help in raising and lowering the mast, this places the forestay out on the end of the bowsprit, tensioned block and tackle and chain bobstay. Not terribly conducive to a taut forestay.*
- *Forget what the other one is right now – guess I need to wander back out there*

For the next issue I'll endeavour to find what solutions the Dutch have come up with for these problems or how best to live with them. Hopefully they'll apply to Wharram cats.

All the best,

Dave

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep transmissions to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

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Here We Go Again

Ann & Nev Clement Tiki 46 PEACE IV

Sept 20, with hurricane Isobel safely clear, we cast off in lovely crisp autumn sunshine headed for our winter south. First stop was Dutch Island harbor at the bottom of Narragansett Bay in Rhode Island. There was no need to leave so late in the day, but we were simply eager for a sail. We had already had a two-week delay getting started because of the hurricane, which passed well south of us. All summer long we had only made four very short sails (two last week) so we left a lot of people disappointed not to have been invited for a spin in the new boat. Sorry, but we were working on the boat or else visiting with folks we have not seen much in the past 12 years and we did not even see all of those we wanted to. We will return in the spring and hope to do more local sailing then and see more of our oldest friends.

The nights have been full of the sounds of jumping fish all summer long, but in Dutch Harbor, they must have been huge because the noise was terrific. These are big, easy to catch blue fish, which are good eating and most folks have favorite recipes to share. Yum.

Sunday, we had a good sail along the Rhode Island coast but switched over to motor when we entered Fisher's Island Sound because of all the fishing boats in the entrance. They were zooming around with fishing frenzy and we saw several big blues being landed easily so it seemed fair to let that activity take precedence over our sailing.

Next day was perfect catamaran weather. Light wind off Long Island increased during the day and we had all sail up making a pleasant 6 to 8 knots over the ground in spite of contrary currents. We're delighted with the sail set using our new boom. It makes life so much easier. We stopped in Port Jefferson, which is well protected and familiar from years ago. While yesterday was all sun and pleasure, today it is blowing a hoolie (55 knots of wind) and cold rain comes in sheets. It is Tuesday the 24th and we were given an old Sunday paper last night so we have that, books and little jobs to fill the time. A rest stop is welcome. When the wind reduces, we can put the awning back up and collect some rain water. Meanwhile, I can bake an apple cake on top of the stove in my Dutch oven and put on good music to cheer us. Local flooding makes us happy to be in a boat.

There will be plenty of time to scrub the bottom in better weather tomorrow and move down to Port Washington for shopping and petrol in a few days because there is some reason for closure of the East River in front of the UN. When it reopens, we will time the tides carefully and get "flushed" through Hell Gate passing right through The City and into the world's busiest harbor. I prefer early week day mornings through New York if I can manage it, but certainly not sunny Sundays when it is packed with pleasure boats as well as all the loads of commercial tugs, cruise ships, freighters, etc. It is definitely a "heads up" kind of place! You have your ducks in order there and navigation carefully prepared in advance because vessels go up the Hudson, out to the ocean and into Long Island Sound and there are fast ferries every time you turn around. When we get to the anchorage at Sandy Hook we will be ready for a rest, hot cocoa, simple supper and a good night's rest! But New York City is not only a place to worry about, it is also a place to see famous bridges, astounding buildings, have feelings of hope for the UN and sorrow about the Twin Towers. And a place to see an entire culture of stressed out people living among towering buildings and streets all in perpetual shade. To us, it seems a brutal place to live, but I have friends who love it there and focus on the museums, art, theatre, etc. To each his own. We'll stay aboard all the way safely through. Nothing beats New York in twilight, the lights are so pretty.

When the wind is right, we will head for Cape May at the mouth of the Delaware River. This will be an overnight sail down the New Jersey coast and we have a favorite place to anchor once we arrive. Again, we will wait for wind to sail up the river and go through the Chesapeake and Delaware Canal into the Chesapeake Bay. We will spend most of October there enjoying sheltered and shallow anchorages all over the place. Catamaran paradise!

All you Northerners, get in some warm sox, find those mittens and get out the snow shovels. We're outa here!

Oct 12 2003 Autumn in the Chesapeake finds us with one or two quilts on our bed at night and often wearing fleeces, long pants and occasionally winter down jackets. But the sailing is glorious, the trees are turning brilliant colors against often deep blue skies and I guess there are about 1000 coves and inlets where we could safely anchor and enjoy it all.

A hurricane passed by this area recently and damaged all the public telephones, forced sea water into the commercial petrol and diesel tanks, damaged many homes, docks and marinas and generally reminded folks that wind and water own this coastal property - not people. The Chesapeake is all shallow and muddy and well-protected so local traditional boat designs reflect that and are sleek with ultra shallow draft and low freeboard. We have seen some lovely Skipjacks and I do not know what to call the power boat the lucky fisherman uses but it is elegant with wide flat work area from mid ship aft, sweeping up to a small cabin well tucked in at the bow. It is stable and practical, but oh so beautiful and has a great thumping engine but almost no wake.

However, our own boat appears best suited for these waters in that we can take the ground with ease, make good use of the light airs, tuck into all the tiny anchorages and enjoy the deck space as if we were out on the patio. There are almost no catamarans here and it seems a shame. At the top of the bay, the Susquehanna River flows in so fast the water is fresh enough to be able to fill buckets over the side to do our laundry. Being lazy, we lingered here for over a week and let the bottom clean itself of the weed growth from our summer in Rhode Island. Nev is today brushing off the remainder from the dinghy and we expect to see much better speed now. We are disappointed with the Copper Bot antifouling and will use regular antifouling next time. We **MUST** haul next year maybe using rollers on some slipway.

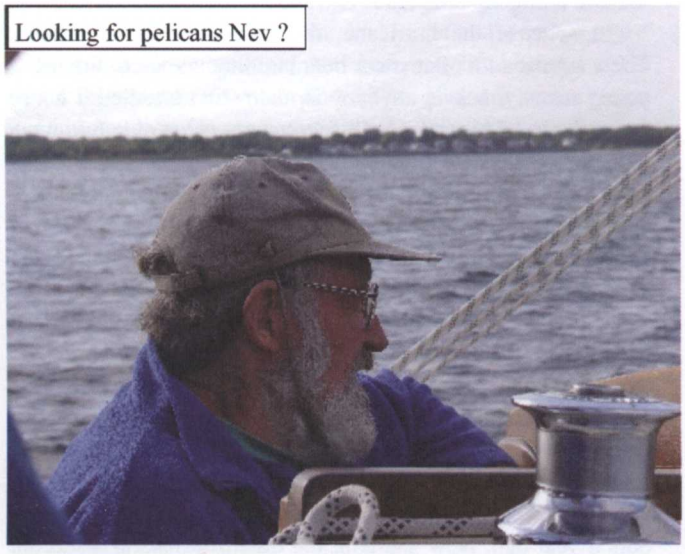
Especially joyful and inspiring are the many flocks of Canada geese flying in V formations of over a hundred honking birds at various altitudes. Ducks, swans, egrets, coots and oth-

Here We Go Again

Ann & Nev Clement Tiki 46 PEACE IV

ers are also here either permanently or using the Great East Coast Flyway in their annual migrations along with storks, inland birds, etc. We have only seen one pelican so far, but

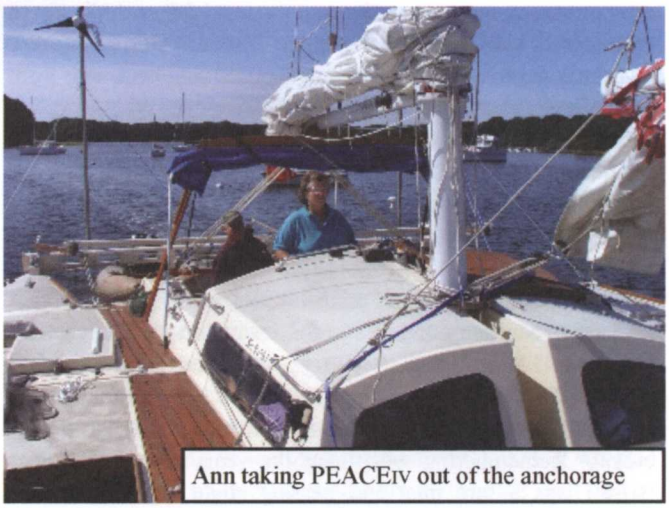
Looking for pelicans Nev ?



Nev knows we will see many more of his favorite birds when we are closer to the bottom of the bay.

On the old boat (28' monohull), we used a Delta plow type anchor which dragged only once in 25,000 miles of cruising on the hook. We were pleased when we found one used and also the right size for this boat a couple of years ago. Unfortunately it is not working out well with this catamaran in soft mud (we dragged three times) and we are fearful that our Fortress anchor (which is specially good for mud) will not reset in reversing currents. So we broke down and bought a new type of anchor called a Spade, which was designed in France. "Voila!" Now we just lower it and stretch the chain over the bottom in the usual way and gently back on it, increase the pull slowly and then watch marsh bubbles rise as it digs in deep. It reverses with the tides, comes out nicely in the morning and launches and returns to the roller easily. Much better! We caught the sale and saved 200 dollars US on the brand new purchase price. Problem solved!

Oct 14 Shhh... We are in a minute hurricane hole off of Harness Creek, which is itself off South River not far from Annapolis and there is only room for us plus a lovely black-hulled Shannon 43 and we are completely surrounded by wooded parkland. The Heron just arrived and is preening on the branch of a fallen tree not five feet from our stern. Red and orange leaves carpet the water under him and the trees beyond him are ablaze with color. There will be a storm front passing later today so I keep an eye on the slate gray sky as I wonder how the Heron can twist his neck and body to reach every last one of his fine feathers. A fine mark on the bank behind him shows where some forest creatures walk out to the point at the opening of this cove. I'll keep watch to see who comes along. Maybe a fox or deer...



Ann taking PEACEIV out of the anchorage

PEACEIV at rest in her new home-waters of Narragansett Bay

Here We Go Again Ann & Nev Clement Tiki 46 PEACE IV

Nev is below drawing the specs for our foresail boom, which we intend to build next summer. It will be a little lighter than the main sail boom because we usually drop the fore main if it is blowing much. Because he is doing this detail design work now, we will be able to phone in our order for flawless Douglas Fir at Sweet's Timber as soon as we get back to Rhode Island in the spring with no time lost. Maybe we can finish building it in a couple of weeks at the same time as we build the new dinghy. Details of that project are also getting firm in our minds and we are eager to have it to use cruising. I will love having a tiny sailing dink to go into the dock for groceries or exploring distant coves. The Heron just fell asleep. I will keep watch for him.

Oct 22 While there are a few high powered places like Baltimore and Annapolis in the Chesapeake, much of the coast line is still country, retaining charms of a quieter life style especially the remote communities up the smaller rivers where shallow draft boats can go. My earlier estimate of 1000 anchorages only scratches the surface and the local folks paddle out to invite us for rides or home to supper. Southern Hospitality. We had the royal treatment (grocery, gasoline, cold beer, etc) from the delightful family aboard a famous wooden old boat called Gaucho anchored near us behind Deltaville. She is the well maintained home of a special cruising family. And then we went up the York River and old friends from Bristol, England came to take us home to see the good life they have made for themselves here in America. They bought a small cottage that was truly falling down and rebuilt it into a lovely home. Their own fancy carpentry and an eye for design have made it totally charming. The next day they brought us loads of wood, clear plastic off cuts, fastenings and other useful boat building materials and completely overwhelmed us with their thoughtful generosity. Remembering with them the years spent in or near Bristol was a rare treat and hearing about old friends was lovely.

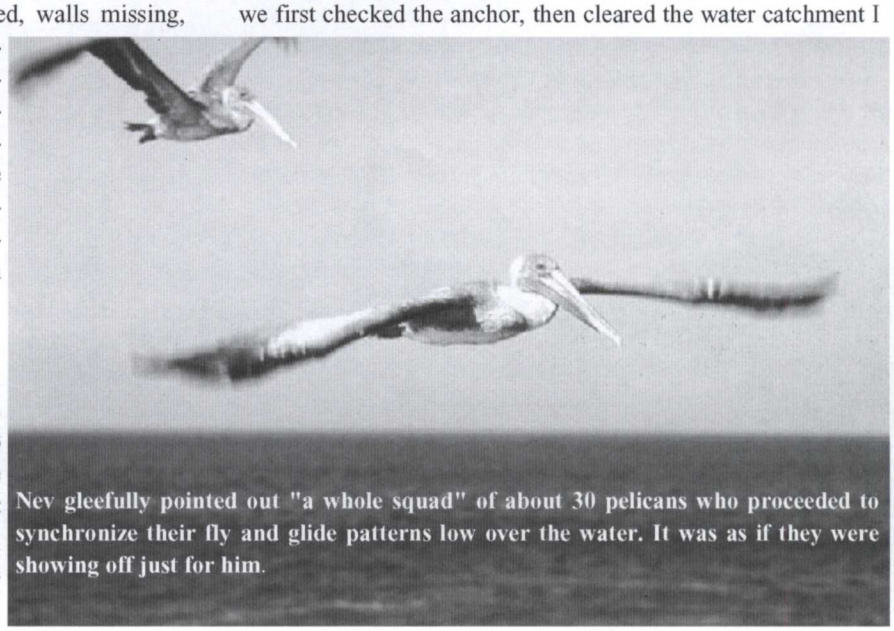
As we head south we are now seeing serious damage to property from hurricane Isabel. Homes destroyed, walls missing, foundations undercut and the loss of old giant trees that were the pride of the community just begin to tell of the devastation. Inside the hurricane there were embedded tornados and some trees were stripped on one side. I do not think I would want to live beside the water here. I am glad we waited before sailing south this year and made certain the hurricane was far away.

Oct 27 Elizabeth City North Carolina. The eye of the hurricane passed through this small city known for its extreme kindness to boaters passing through. Free docks, wine and cheese parties, folks from town who just drive up and offer rides to grocery store, laundry, post office and even to their health club for shower, steam room, sauna and Jacuzzi. The first time I got into the Jacuzzi, the pain from my irritated sciatica was halved. And the second time it was halved again. I now walk without a limp and the relief is wonderful. Thanks to Nora!

In spite of the hurricane, the welcome was unchanged. There sure is a lot of amateur boat building going on. We met a young man (young is anybody in their 40s) building a house barge in pine. This ark is built for the ages using olde fashioned honest methods like caulking and tar rather than epoxy fiberglass. Again we see the artist's eye making something simple and affordable quite special because of the thoughtful design and careful positioning. Two other boats were built by the same man and I will never forget the sight of a graceful wine glass stern of his small Herreshoff cat boat gleaming in the headlights as we went around for a peek just after sunset. A vision!

Many who read this, may know our friend Clarissa who single hands a 27-foot older boat. We met her in Bristol England and watched and assisted while she made serious structural repairs and began her cruising the same time we began ours a year ago. Now she is in the Canaries making a success of the cruising life on her micro budget. You can read her travel log and get a photo and actually participate by making a much-needed micro contribution. This is a particularly special friend of ours and we are most eager to have her on this side of the Atlantic. Write her at clarissa@ukonline.co.uk - she writes beautifully and you feel like you are there with her.

Oct 28 2003 It's 4:30 in the morning and Nev and I were sleeping soundly all safe and dry in our warm bed when suddenly we shot out of there desperate to find out what was causing all that crashing sound we could hear. It had been raining and windy all night and we had been checking our position relative to the lights on the 5 other boats here at the mouth of the Alligator River. So our foul weather jackets, glasses, hat to keep water off glasses and clever new headlamps were right by the hatch. It was so dark, that was all we wore. We were out on deck immediately and the wind was gusting over 40 knots so we first checked the anchor, then cleared the water catchment I



Nev gleefully pointed out "a whole squad" of about 30 pelicans who proceeded to synchronize their fly and glide patterns low over the water. It was as if they were showing off just for him.

Here We Go Again Ann & Nev Clement Tiki 46 PEACE IV

had going with buckets lashed in places where rain runs off the new awning. Finally we checked everything on deck and decided the weather front was passing and all was well except one mosquito coil burner that had been broken when it blew around causing the initial alarm. And in the end we went down to the galley for a cup of tea. Nev had thought to bring a towel so our "shower" is now over and we are glad it is such a warm wind blowing so we are not at all cold. I am thinking that this kind of thing happens with fair regularity on a boat and most folks living in houses do not know what the reality is on a boat. Nev says he was suddenly wide awake just as soon as he bent down to check the anchor chain and windy rain shot up under his rain jacket where it instantly completed the personal part of his shower. "Whew!"

Our new headlamps are from Canada and they are about the size of a walnut mounted on a broad strip of elastic that fits around the head. A switch is turned on and with both hands free, you can see what you are doing and where you are going with a diffused light and just enough shadows to get depth perception. The batteries last for about two weeks of continuous use because they have such fancy lights.

Our friends on a 27-foot boat have their young daughters sailing with them from Toronto, Canada and they have no lighting inside because the boat is too small to carry enough batteries so they all just put on their unicorn lights at sundown. Whatever works and gets you there! That is a happy boat.

Oct 30 The town of Bellhaven appeals to both of us because of its traffic pattern. "Oh look over there, honey, here comes a car now!" They sit on porches, speak to you when you walk by and even the cops look relaxed and laid back. The hardware store seems to be the center of life and you can buy anything and everything there plus have a nice chat. The library gives away books but accepts donations for the rocking chairs they want on the front porch. It is flat, so lots of adults ride bikes and there are big and little houses mixed together but well cared for. The government has paid to raise homes one or two feet up to prevent flooding in hurricanes and this paid off in Isobel. We will be back to Bellhaven. Even has good holding.

Nov 1 Last night we had a glassy calm anchorage to ourselves, but tonite we are in Beaufort, N.C. and the boats are stacked in here and I am waiting for the turn of the tide to see we clear the next boat properly. Earlier we had the roughest conditions ever aboard this boat as we drove into the harbor along with hundreds of small and large fishing boats all in weekend fish frenzy going full speed regardless of wake. More things were displaced today down below than in the Atlantic crossing to Canaries when we had 47+ knots winds and waves over 30 feet. It was total madness! When we leave, it will be at dawn and I hope fewer fishermen will be out.

On Halloween we were in a remote anchorage and Nev and I finished off the bag of small chocolate bars we had in case of visiting goblins.

Nov 5 It is finally warm now we are in S. Carolina. Ah... We're living in a temperature pendulum and for a few days we get to wear tee shirts and shorts, but we know the fleeces and warm trousers will have to be out again shortly. The ICW is measured off in statute miles rather than nautical miles so we refer to locations that way because it is easier. At mile 417 we saw around 20 American (bald) eagles soaring gracefully by tweaking one feather now and again as they rode the thermals on an inspection of the marsh grasses and swamps. Breakfast finally located, a dead cedar tree made a fine place to eat.

I liked the trio of storks who flew by with their necks out stretched, white wings gleaming in the dawn light and elegant black wing tips looking like formal dress. They landed together like a ballet chorus line and proceeded to walk lightly across the mud flats looking for a meal. Herons, Ibis, egrets and all kinds of waterfowl abound throughout the N. & S. Carolinas. In the water, dolphins are with us daily now suddenly appearing only a few feet from the boat making the soft sounding "whooshes" of their breathing. At night, it is so quiet in many of the anchorages, we can hear them breathing just outside. Sometimes they swim in extremely shallow water fishing with their dorsal fins sticking right up. They turn on a dime and sometimes we see them landing softly in the muddy banks after lunging after a fish and then slipping back into the water.

Last night, Nev walked out barefoot and bare everything else around 2 am to check things on deck and came back telling me that he now believes there are ostriches here and he was most displeased. When I went out this morning I found the huge manure pile he told me about just outside the hatchway. Whoa! Some heroic size of bird had apparently been feasting on shrimp and it took a brush and two buckets of water to clean it all up. But it was not likely made by an ostrich, Nev.

This year we have also seen snakes swimming in the water at mile 377 making a swirling pattern of water as they wiggled from side to side swimming with only their heads visible. Locals warn us these might be water moccasins, which are poisonous!

Often the rivers or canals are perfectly still reflecting the light colors of the marsh grass and near white banks of seashells at the sides of the water. It looks like a picture post card until I remember it is all being seen for real from this boat here and now and the rose tinted mist is from this morning's sunrise. Almost believable.

Sometimes it is too cold and much too windy to have any fun sailing. So books, naps, National Public Radio and a few odd jobs here and there will easily fill the time in our day off. It is fun to keep binoculars handy to watch the many interesting boats go by. A very nicely maintained old Chris Craft just went by in the bunch of boats released when the bridge opened nearby.

Nev just called for an apple cake, so I'll be baking later. Did you see the lunar eclipse? We had clouds but got a peek.

Continued .....In the Bahamas

To Sew or not To Sew Part II

Steve Tellardin

After completing the jib for my Hitia 17 I started work on the mainsail. The dimensions of the sail are as per plans, although I bought the Tiki conversion plans from James Wharram Designs. I heard so many positive comments from other Hitia 17 owners that I decided to give it a try. The only difference is a luff pocket for the gaff and the addition of a second set of reef points, unavailable with the sprit rig.

The kit from Sailrite consisted of pre-cut panels of sailcloth, thread, double-sided seam tape and numbers. For the luff and gaff pocket I used a new material called Odyssey III, a lighter weight (6.5 oz. per sq. yd, 64 inch wide) version of the Top Gun fabric. It is a polyester fabric material that can be used for awnings, boat covers and boat canvas projects. It is softer than sailcloth and I felt that it would bunch up easier than sail cloth when reefing or furling the mainsail.

Before starting the kit, I read the instructions several times and checked to make sure I had all supplies on hand.

The instructions have a plan view of the sail with numbered sail panels and the actual cloth panels had a corresponding number on them. It made it easy to match up the correct panel to its mate.

Before I put the whole sail together, I used a trick from Sailrite that helped. I put the special reinforcing patches on just the panels affected. The idea is to only have a small amount of sailcloth to control going through the sewing machine, making control easier. Since my sail is crosscut, it only involved two panels, the top and bottom. In my kit, the patches were pre-cut and marked, showing where the reefing points and reinforcements go. Putting the reefing patches and points in before the sail is put together is very helpful.
To baste the panels together I used a double-sided tape provided. A length of tape is applied to one panel and then when you apply the other panel, the top cover is removed allowing the panels to stick together. This holds the sail until sewing can take place.

There is a trick to basting the panels together. Make sure you work on a hard surface. I used the floor. If you have to work on carpeting, place a piece of plywood under the seam you are working on. The most important part when basting is to apply the same amount of tension to both panels, so at the end of the seam you don't have one panel sticking out farther than the other. I use a system of kneeling on the seam and using two hands to tension the panels. My left hand is on the bottom panel, pushing away from me. My right hand is on the overlapping panel, trying to match the tension used by my left hand and lines everything up. If you reach the end of the seam and the luff or leach is not even, it is easy to undo and start over. This is the most important part of constructing the sail. The shape of the sail is power for your boat. Be patient and take your time. The results will be worth it.

What makes the kit so easy is the seams are printed on the sail panels, so the correct seam size or overlap has already been designed in.

Now that the sail is together, its time to sew the seams. Sailrite recommends placing the sewing machine on the floor as the sail is easier to control and the presser foot has an easier time. But I choose to use the dining room table, as my back would be sore from all the bending over. To prepare the sail for sewing, I roll up both parts of the sail leaving only the seam to be sewn flat. I secure the rolled up sections using small strips of the double-sided seam tape. My instructions called for two rows of zigzag stitches. I would sew every seam on one side of the sail, then turn it over and sew the other side of the seam. The thread knots will be on opposite sides of the sail making it safe from chafing.

The leech and foot of the Tiki sail gets a 1 ½ inch Dacron tape sewn to the edges. The tape is pre-folded which again saves time. One half is basted with the tape to one side of the edge and sewn down. Then the rest of the tape is folded over the edge and sewn down on the other side. This is a very straightforward operation and goes quickly.

The last big operation is to make the luff sleeve and the gaff sleeve. The Odyssey III material is folded down its long length then cut in half. The two halves are sewn together to create the length necessary for the mast sleeve. Before sewing to the sail, some other work must be done.

At the tack and for each reef point, reef/tack reinforcement must be applied. These were cut from scrap sailcloth and basted with the tape and sewn down, on the inside of the sleeve. On the outside, stainless rings are fixed to the sleeve by ¾ inch nylon webbing sewn down on to the patches. Again, this operation can only be done before it is attached to the sail.

The gaff sleeve is made, but no reef points are needed. However an outhaul is required to tension the peak to the end of the gaff. Further reinforcement patches are sewn on for the gaff halyard. A circle is cut out to allow fastening the gaff halyard around the gaff.

I laid out the sail on a clean tarp. Then some measuring to ensure a proper fit when the sleeves are sewn on. Once sure of the fit, the two sleeves are sewn together. Then the final assembly is attached to the main body of the sail.

Attaching hardware is easy. The reef points are grommets, easily fastened. The clew board is two pieces of aluminum, riveted together.

One other trick I did was to fix the mainsail numbers to the panel before that panel was sewn together. Doing as much with the individual panels before sewing them together makes an easier job.

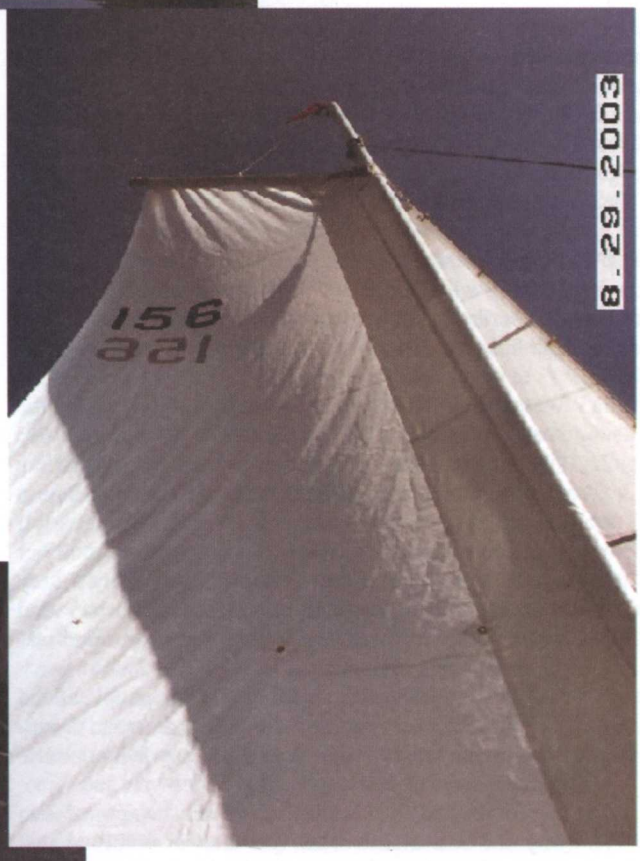
This sail took me about two months to complete. The total

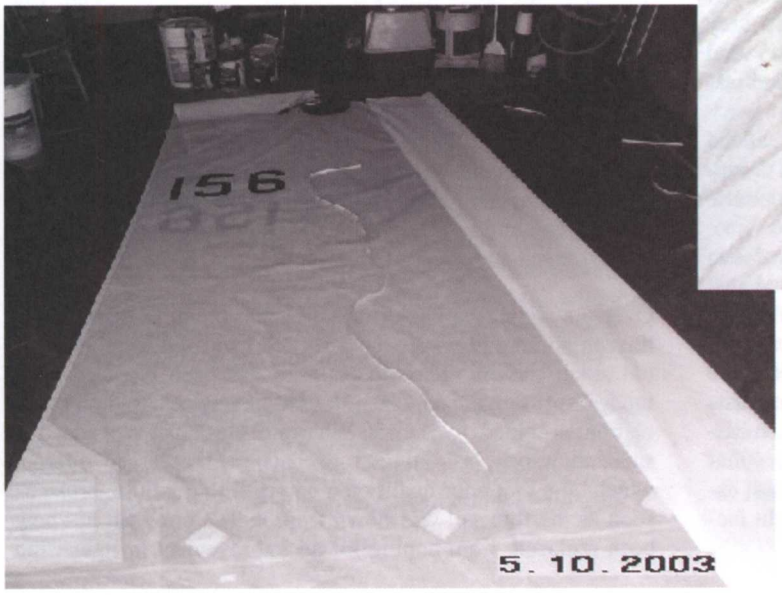
To Sew or not To Sew Part II

Steve Tellardin

amount of hours was only twenty. So, I was working slowly and I could not always work on it when I wanted.

I know most designers caution against building one's own sails, but when you have a competent company that understands what you want, I think it's all right to proceed. The real genius of a sail is in the design. You would only be assembling it. Using good materials and given good instructions, it is within the skills of a boat builder/sailor.





Keep last weekend in May in mind for PCA meet in and around St. Malo / La Rance

NEWS FROM SEA PEOPLE

Wales / NW England

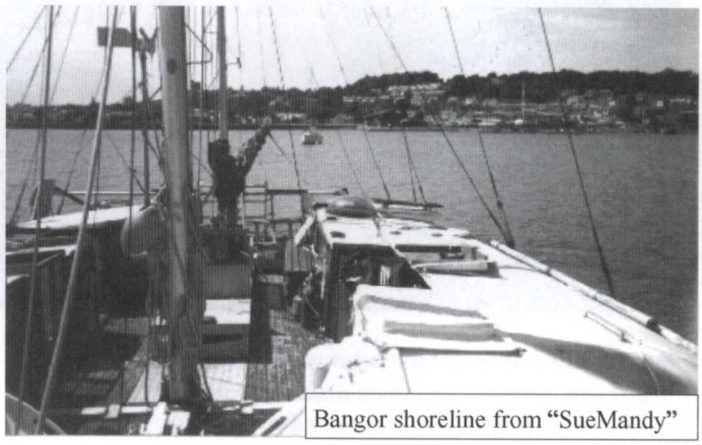
"SueMandy" is a Narai4 built in the UK and sailed to Grand Canary by its builder, who on receiving medical diagnosis of a serious, possibly debilitating illness, wanted assistance in returning to the UK and a purchaser for his boat. I remember Ruth Wharram years ago saying that she thought the Narai was in her opinion the ideal medium size family cruiser in the Wharram stable. Inspired by that remark, I decided that if I could afford one and saw one on the market I would try to purchase it. So, two Tangaroas and 20 years later and a bag of gold shorter, I became the proud owner of "SueMandy".

The journey home was via the Azores and 21 days later with South Wales behind us we were on the last leg. In that time I had learned that she was a very wet boat in anything of a sea mainly due to the fact that the deck beam troughs were not watertight (they need gaiters I think). Also the washboards on the cabin doors built down to deck level did not seal very well. Water poured down the galley steps and into the bilges when we took heavy spray or a sea on the main deck. Plenty of pumping was required on occasion. The engine pod held an air-cooled Ducatti engine, which was set very low in the pod as a result of having a deck beam through the pod. The pod reached below the waterline and was not watertight. On the voyage home after running continuously for half the journey to the Azores, the Ducatti cut out, refused to run ever again and was completely rusted up by the time we reached Conway, North Wales. The auxiliary outboard, a Mariner 16hp, mounted on a sledge under the steering position did sterling work for the rest of the voyage when needed.

The other thing I learned on the way was that she was a very slow boat in any winds below F4 and F5 winds made her the wet boat I described. The reason for the slow speed took me some time to fathom out and it was fourfold.

1. Water drag from the un-streamlined pod, also the heavy spray caused by the same.
2. The long prop leg, 2 feet deeper below the waterline than it ideally should have been was a contribution also to drag, as it would not lift to tilt. Surprisingly I failed to notice how slow she was when we took her out on a single trial sail. A brisk breeze, only a very short trip under power out of and into the harbour and a short sail with 2 on board, little fuel, stores and water and no gear on board.
3. Fully loading for cruising for four or six people added 3 tonnes+ to her weight including spares and I suppose bright sun and blue sky helped me feel euphoric on the day.
4. My fourth and final realization of my suspicions as to why she was a slow boat was later at home when I went onboard another Narai4. Living in the North of England I had not seen a Narai4 at close quarters until I saw "SueMandy". On this other Narai4 I noticed the ketch rig similar to mine was much larger, the masts were taller and the mizzen boom longer. I took measurements and checking later realized that "SueMandy" was well under rigged for her class, especially taking into account the additional weight factor due to her very solid construction.

The builder, sadly, was an awful engineer, as I discovered when sailing the boat. The planning and locating of pod, mechanical connections to the engine, the engine running and servicing positioning set-ups were impossible to get at. Any alteration to improve it would require a complete rebuilding of the pod and relocation of it as well, not an easy task. To give him his due, he had made a beautiful job of building the boat in the best materials, strong and well finished internally and externally. She looked as well or better finished, comfortable and equipped with more gear including nav and electronics than I have ever needed or seen before at any professionally built boat at the boat show. Unfortunately without too much thought to weight or how he was going to drive this mass through the water.



Bangor shoreline from "SueMandy"

All this is not quite as bad as things might appear. A second hand replacement engine costing £1500 + £200 in exhaust "bits", a Volvo 2003 28bhp bolted into that awful leaky pod got us motoring again with an added electric bilge pump to act as King Canute. Along with the 16hp as aux. we were off sailing. Recently after buying "SueMandy", I inherited a family of quite young children. The wide enclosed safe decks and the solid stable sailing platform actually were an advantage in persuading a novice (to sailing) new partner that her children would be safe on board in modest weather conditions. This was reinforced with comments from sailing friends, after we had arrived last at our destination, usually such as "We were thrashing about all over the place when we passed you whilst you were coasting along hardly rocking or rolling about at all, you jammy lot".

Now all we have to do is teach "SueMandy" how to fly, as motor sailing and relying on her engine are **not** what I want all the time. I will let you know how my ideas work out and any helpful suggestions are welcome too. The main question I need to answer is whether I save weight and drag by removing the very heavy diesel and very heavy long leg and fit a 35hp outboard in the shortened pod, clear of the water.

Over the winter we have fitted the main boom in place of the mizzen boom and purchased a second hand sail to replace the old small mizzen. The old mainsail has been replaced by a modest spritsail and a mizzen staysail on advice based on information provided by James Wharram Designs. We added a small bowsprit last autumn to balance the larger mizzen, which, due to a poor quality temporary fitting failure, broke as soon as the fore sail was flown from it. The bowsprit has now been replaced. I am hoping for an improvement in light wind

performance. I don't mind being last to make it on the tide every time but when they have eaten all the grub at the BBQ by the time we get ashore it really whizzes me off. Wish I could afford a new Tiki rig & sails.

Anyone have any idea about how large a Genoa can be flown effectively? What is the most effective length of foot abaft the main mast? I would also like to hear of anyone's experiences of deck mounted, conventionally cooled engines driving through a Sillette leg. I am thinking of a 1600 - 1800cc Ford or Leyland diesel using top and reverse gears from its original gearbox. I know nothing about such a setup. I assume the final drive will be 1 : 1 on a standard gearbox. Can anybody help, **PLEASE ASAP**.

Dave Brooman "SueMandy" Narai IV

As a former Narai (Mk II in my case) owner,

I can relate to a lot of what Dave has written. Implementation of a 40+ year old design seemed to be at the whim of the individual builder, unless they were already in contact with other Wharram builders/owners. Communication or lack of it meant that a lot of builders had to make decisions that nowadays they may not have to resort too.

In looking at the photo in the centre spread of SeaPeople #54 the masts do seem a tad short.

SAILS

I personally wouldn't bother just changing Genoa size (unless new one needed anyway – multiple block mounting locations, bigger winches are an initial consideration), especially if you don't increase mast length. Generally, genoas are rated as a percentage of the fore-triangle size, 130,150, 180%. Measure your tack to mast distance and multiply by 1.30 (for example). Anything less than 130 would be difficult to describe as a Genoa. !30-135s are generally chosen for roller reefing foresails, giving good all-round performance. With a hanked on foresail, maybe 150 would serve better! 180s are generally overdoing it (in my humble opinion).

*From personal experience, ketches (and to a lesser extent, yawls) can benefit **greatly** by rigging and fitting a **mizzen staysail**; which can offer 10-20% increase in overall sail area in the center of the boat where balance will be least affected. This sail, used in F2 – F3 conditions, is built fairly lightly (thus reasonably inexpensively), is a wonderful reaching sail (a cat's best point of sailing), is easily furled (I used brails), doesn't take up too much space when not in use.*

Only downsides I experienced were increased tacking time. I had separate tack points (on the outboard of the hull) for different legs (sail needs furling, then tack re-attached to new windward side). Not a close reaching sail and can be intrusive of deck space if too low cut (I inherited my first which was, second wasn't). A mizzen staysail can use a tack point centrally mounted, which could make it self tacking, especially with the sprit mainsail setup that you have. However, by placing the tacks outboard, both the foot and luff of the staysail are increased.

I presume it would also work well on Tiki schooner rigs but have no practical experience of them (James/Hanneke ??). Although on traditional schooners a "mule", a big roughly square shaped sail is raised between main and foremasts in light off wind conditions.

If the boat were sloop or cutter rigged, then a bigger Genoa would almost definitely be a good proposition.

Other thoughts

A Tiki "wingsail" main will give you approx 10-15% additional sail area over a bermudan main. See SeaPeople #54.

If your mainmast is aluminium, welding an additional 6' or so to the base will help. Scarffing a similar length to a wooden mast achieves the same in wood, please don't use butt joints here.

ENGINE

*One of the reasons that the pod will not have been watertight, probably stems from the engine selection – an air cooled diesel needs a **lot** of constantly changing air to get the amount of air needed (for combustion and cooling), this unfortunately means the wet stuff has equal opportunity to get to engine. C'est la vie! The setup probably would have been fine if the engine was only used under calm conditions, with air vents to the pod, which are sealed when not in use. The sailing performance would then of course need to be dependable and good enough to sail out of troubles.*

I inherited an old mercury 25hp on my old Narai (Mk II) and she was a wonderful engine, drove me at a constant 8 knots (fully loaded including workshop – Quizzed at a stop along the ICW about carrying a table saw and generator — I responded "Doesn't everyone?") - [also she initially came with 1¼" pressure treated deck slats from stem to stern – approx 1600lbs] and about 9.5 knots lightly loaded.

Now she wasn't the most efficient of engines on two points -

1. *Fuel economy she burnt about 1.25 [US] gallons /hr*
2. *At anything more than about ¾ throttle opening, she'd start acting like a blender – lots of noise, lots of liquid be ing moved around, but no further increase in speed - ¾ throttle was something I learned to live with.*

On the second point above, I spoke to a marine engineer who told me that the 25hp mercs' prop was not designed to push big heavy loads, they are primarily designed to move 18-25' ski boats that get up on a plane and therefore don't need to displace a lot of water (the heavy load previously mentioned).

My investigation into finding a better suited prop (i.e. bigger = more thrust) yielded no results, although Piranha's 4 blade composite prop looked to have potential, more blade area. I considered adding an additional section in the outboard body to effectively gear down the props speed, which meant that I could then spin a much bigger prop. I have tried reading Dave Gerrs book "Propeller Handbook" but found it a difficult read myself.

Fast forward to these days, Yamahas 9.9 "big foot" 4 stroke would seem to solve both these problems. Bigger blade area, slower prop rotation speed, higher thrust and more economical – but they are not cheap and they are heavier than 2 strokes. I have one for my Pahi 42, I'll report on how she works out next summer. If she moves me at 6+ knots, fine, anything better will be a bonus.

Now my Narai was a Mk II with somewhat slimmer hulls, more hydro dynamically efficient and with less space to fill up with extra gear, but I hope these comments are of some help. Other Narai owners input extremely welcome!

*See **Kort nozzle** for more thrust from your outboard in Hints & Tips on page 15.*

Dave P

Irish Ayes.....Continued from SeaPeople 54

Tony Perridge Tangaroa I Faoileag

May 2001

I was only dimly aware of the fishing fleet leaving port that night, somewhere about midnight, and awoke next morning, Thursday the 24th to a golden morning of early sun and mist, but flat calm. I let the others sleep on and got under way, waving to one of the fishermen who had come to see us leave, motoring south and dodging fishing boats that were trawling in the mist. The day continued to clear and a light south wind came up mid morning, so John and JB hoisted the sails and that gave an extra half-knot.

We motor sailed all day, finally passing Lambay Island and coming into the huge marina at Malahide for the night. The price was reasonable, 10 punts for a night's stay and the showers were free and so we took advantage of them after eating a meal of chili con carne that I had cooked earlier in the day.

The weather forecast for Friday and Saturday was not good, with strong southerlies expected, so we decided to stay put until an improvement came along. On Friday, John hired a bike and pedaled off to Dublin while JB and I went the same way by train. I spent most of the day in the fruitless search for a chandler who kept spares for the cooker, which was playing up a little. After the peace and quiet of the boat, I found Dublin a bit overpowering. Not knowing where I was half the time did not help. It was good to get back to Malahide where JB and I had a huge pizza each for a late tea. John arrived back shortly after, rather wet and bedraggled after being caught out in a heavy downpour.

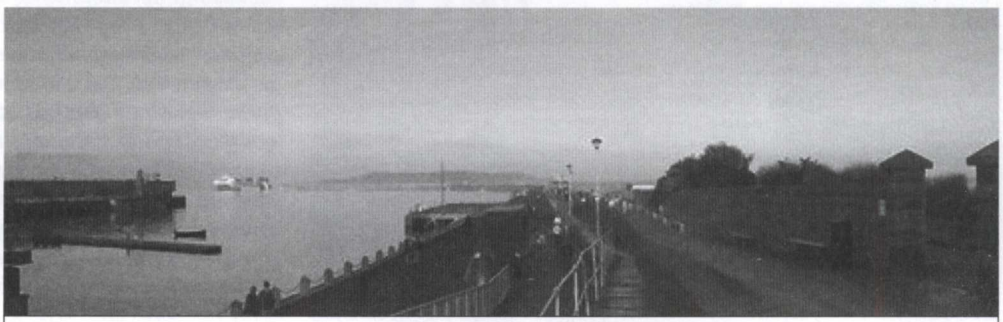
On Saturday, I borrowed John's bike and cycled to a small village called Sutton, about nine miles away where there is a good chandlery. Unfortunately, the only items that I was able to get were a couple of compass lights. I'd been having continuing problems with this light and John and I had had a good go at it in Portavogie and I thought that it was finally working properly. However, It had stopped working almost immediately and I had assumed that it was the bulb, but when I came to fit the new light I found that the trouble was only a broken wire. Once this was fixed, the light worked perfectly.

I also had a go at the cooker, intending to fit the two new burners that I'd bought at the London Boat Show. To my annoyance, I found that the burners didn't fit so planned to phone Taylors sometime to get some information as to how to make them fit.

Malahhide was a good stop-off and we had many free showers and a good rest. We met the owner of a very nice Pahi 31 called IKIT NOK (Kontiki backwards!) that had been built in Norway. The owner had sailed her to Ireland, but sadly had died and the present owner had owned her four years. He was selling her and quoted a price of only 8000 punts, which almost lost me half my crew when John found out. It was a real bargain at that price.

On Sunday we decided that we would press on. The forecast had consistently over-stated the wind strength and we had just discovered that the marina charged 17 punts a night instead of 10, so just before high tide we put back to sea, heading for Wicklow. Once again, the weather defeated us and we ended up by going into Dun Laoghaire, just south of Dublin.

This is a huge harbour and once we were inside we motored about, trying to find somewhere to tie up. In one area there was a big, new marina full of big, new yachts, not really our scene, so we just followed our noses through rank after rank of yachts on moorings until we came to a sheltered corner with a small pontoon. We tied up and went into the adjacent clubhouse where the commodore, Ray Greer, said we could stay for a day or two. This turned out to be a very pleasant place with friendly locals and a small, old-fashioned town. I helped a small boy to retrieve some money that he had dropped, by leaning over the edge of the pontoon at low water and sticking my head under water with my facemask on. That way, I could just reach the bottom and get his money. He was most impressed and it gave me the excuse to get a shower at the clubhouse.



Dun Laoghaire Harbour Courtesy and copyright of www.fantasayjackpalance.com

Once again it blew hard from the south, so we spent Monday the 28th in harbour. I went into my first Internet cafe and sent off a load of e-mails to keep everyone up to date with our (lack of) progress, and JB and John managed to find a shop that sold them two 5-gallon water containers. These were lashed on deck and meant that, together with the main tank, we could now carry enough water for the crossing from Ireland to Spain.

On Tuesday the pontoon was needed for a regatta so we moved across the harbour and tied up alongside a deserted barge. The harbour master appeared and rather grumpily told us we couldn't lie there but once he learned that we were leaving at 3pm, he left us in peace. At 3pm on the dot motored south, leaping and plunging along. I put on the autopilot and found that by slowing down to about 3kts the motor did not cavitate so much and with the fair tide we were still making 5kts over the ground. Eventually the seas calmed down a bit and we came into Wicklow harbour where the friendly harbour master directed us alongside a large trawler and took our lines. John once again cooked an excellent meal of pasta, tuna and vegetables and then it started to rain so we all turned in early.

Wednesday 30th May.

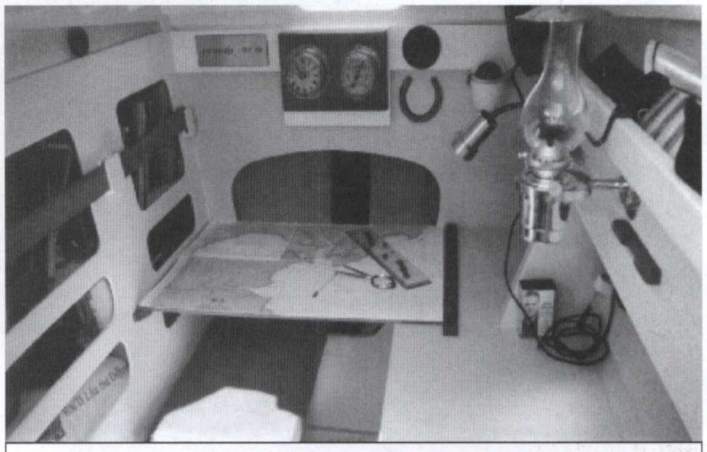
After breakfast, we decided to try to continue south so put out of harbour and set off to round Wicklow Head. After beating back and forwards for over an hour, we had made no progress

Irish Ayes.....Continued from SeaPeople 54

Tony Perridge Tangaroa I Faoileag

at all so we returned to harbour and tied up again. Later in the afternoon when the tide was more favourable, we tried again and this time managed to sail and motor as far as Arklow where we tied up at the yacht club pontoon after seeing the fleet racing outside the harbour. We were absolutely starving and dined sumptuously on bread, baked beans and fried bacon. It's amazing how good simple meals taste when you are really hungry! As we were finishing our meal, the racing fleet came in with much banter and water fights. We were invited to the club and JB and I went along later for a wee drink and a chat. They were very friendly and sociable, but it was late and we didn't stay long.

Thursday morning I was woken by the sound of tapping halyards and realised that at last the wind had gone round to the north so we got under way at 5.30am and were rewarded by a wonderful, fast sail down the coast. We managed to get past



Lots of time at the chart table planning and waiting

Area for this part of passage

Tusker Rock, off the southwest corner of Ireland, before the tide changed against us and the wind backed to the west, but we decided to keep beating on with the engine just ticking over which made a huge difference to our ability to go to windward. I think that Faoileag is a secret motor sailer. We were aiming for Dunmore East, but it became apparent that we were not going to make it before dark, so opted instead to go to a little port and marina called Kilmore Quay. This has a tricky entrance with lots of rocks and shoals and we didn't have a large-scale chart for this area on board. To compound it all, just as we got to within a couple of miles of Kilmore, the wind got up to a full force 5, gusting 6 and we had to drop the main and carry on beating under jib and mizzen. By great good fortune, a large ketch a mile in front of us led us through the entrance; otherwise we would have had great trouble finding it in those conditions.

We motored into the harbour, grateful for the peace and shelter, and were directed to the little marina at the end and helped into place by the harbour master. We realised why he was so helpful when he immediately asked us for 20 punts a night that included a 25% surcharge for being a catamaran. We thought this a bit cheeky considering that there are no facilities provided, but had to pay up nonetheless. Kilmore is a very picturesque village, very neat and tidy with attractive thatched cottages and some good eating-places. Unfortunately, there are few shops and no bank or petrol station, which was a bit awkward for us, as we needed both.

On Friday 1st of June, the forecast was for strong southerly winds, (again!) so we decided to stay put and wait for easier weather before setting off for Spain. I spent the day doing a host of small jobs such as replacing the net between the bows that I had discovered had been rotted by UV, checking the reefing arrangements for the sails and generally making sure that everything was fit for the crossing. JB and John went off to Wexford and bought an enormous quantity of stores while I got a lift in a car and bought petrol to fill up all the tanks. Everyone who had boats in the marina, came along to talk to us and were very helpful and friendly. By way of entertainment we watched the fishermen feeding by hand a one-eyed seal that apparently has been living in and around the harbour for the past eight months.

A Frenchman called George came to talk to us. The motor in his yacht had broken down and he was waiting for it to be repaired so he was stuck there for three weeks. He had the same self-steering on his boat that I have on Faoileag and he showed me how to cut down the yawing by running the tiller ropes through an extra pair of blocks, thus halving the motion applied. I have since adopted this and it seems to have cured all my steering problems as long as the boat doesn't go too fast. When she does, a clip that prevents damage to the unit, in the event of it hitting an obstruction, releases and the steering paddle kicks up and stops the self-steering from working.

To be continued...

Paris Social and Boat Show December 2003

See report on page 19

L-R Ken Hook, Dave Peak, Daniele Volpiere, Jean-Michel & Anne Bader, Elisabeth & Dirk Horstman, Benoit Castel & Vincent Caracachian

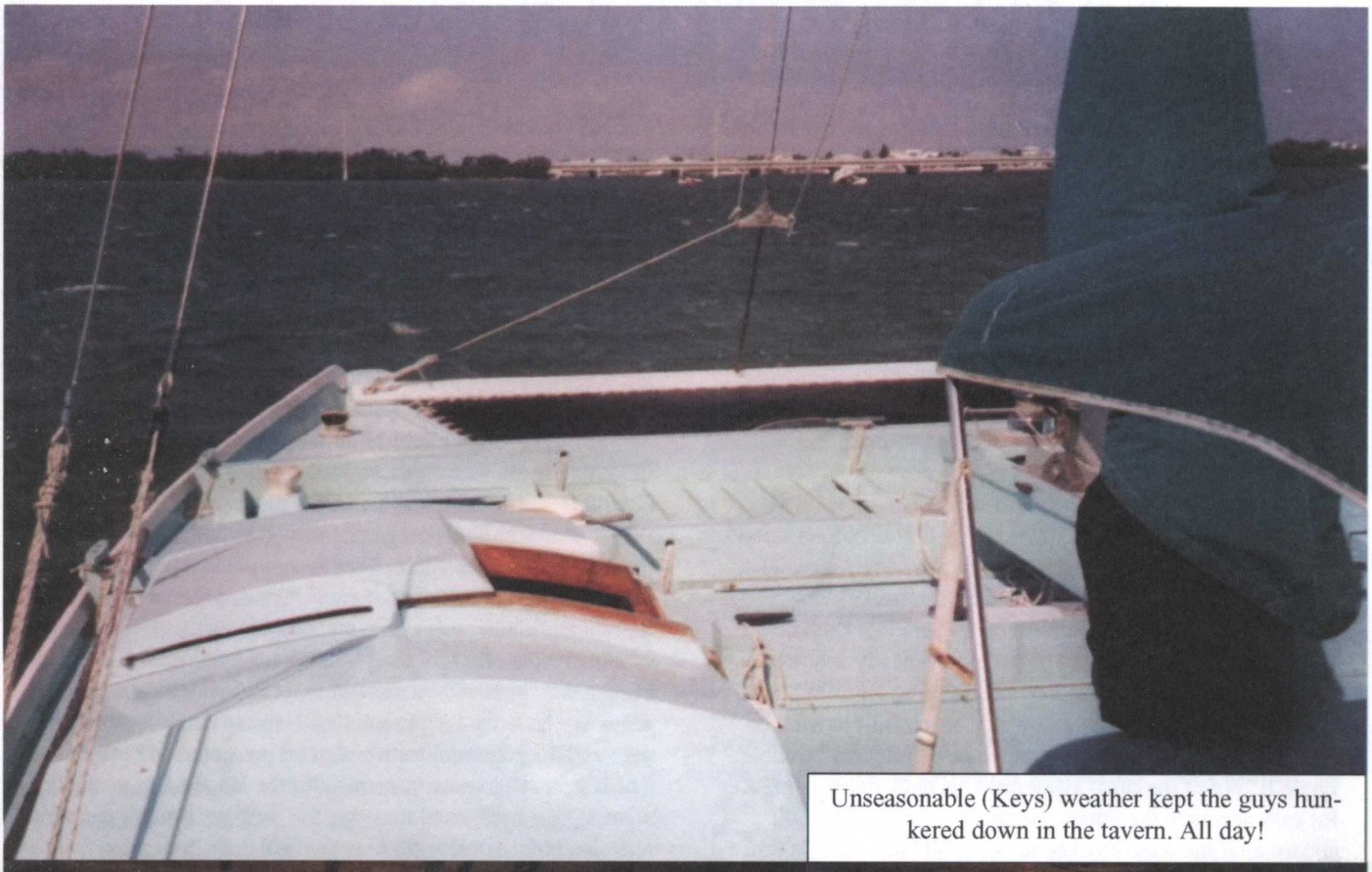
Emmanuel and Maximilien (or is it Maximilien and Emmanuel) and their sailing outrigger canoe "MicroMigas 3".

In my book they were the stars of the Paris Salon Nautique (Boat Show).

Photos courtesy of Emmanuel and Maximilien (& Ken Hook). More details of their trip can be found at their website http://www.sansboussole.com

Dave Peak, Emmanuel, Tiki and Maximilien (your guess is as good as mine)

Florida Keys, USA, December 2003



Unseasonable (Keys) weather kept the guys hunkered down in the tavern. All day!

Dave Dawes presents Clark Grimsley a burgee for best boat.

Charles, Corinne, Jason, Clark, Gene, Dan & Carl.

Wow, Clark must have some pull...No Name Pub is a nationally lauded pizza/pasta restaurant.

Clark (flying distress signal?), Dave, Barbara, Tim, Dan & Skip/Carl

Clark & Dan viewing "Double Eagle II"

NEWS FROM SEA PEOPLE

Finally, on Dec. 6, 2003 there was a get together of Wharram boat builders, owners and generally interested parties. Most were from Southeast Florida. It was expected that several boats would sail to Newfound Harbor at Big Pine Key for a two-day meet. However, due to work schedules and untimely bad weather there were some fewer owners and attendees than expected.

The sailing included Carl " Skip" Lichty's Tangaroa which sailed from Miami early enough to beat the bad weather but late enough to give Skip and Gene Perry an exciting downhill ride for 100 miles at speed between 6 and 14 knots but without the use of the Autohelm.

Shane Miller and his wife and kids started out from Marathon with their rebuilt Tiki 30 on Friday before the meet and took such a pounding trying to get through Moser channel at the seven mile bridge, that they had to turn back.

When we heard that, we were pretty sure that David "Chipper" Dawes would not be sailing his newly acquired Narai "Oborea", which he had intended to bring up from Key West the same day or on Sat. by way of the Gulf of Mexico.

Clark Grimsley and I brought his new Tangaroa "Double Eagle II" out of the canal away from his dock on Big Pine Key for easy access to the others. He spent a very rough night aboard after the wind clocked to N.E. and blew straight down on him through Bogie Channel. Good ground tackle Clark.

There were disappointments. Roger Ayres (who started to organize this meet and had to pass it off to Clark Grimsley) and Brett Barton, who is building a beautiful Tehini at Key West, both had to work and expressed their regrets. Shane Miller not making it with his family left some voids at the meeting on Saturday. There were also some pleasant surprises.

The "No Name Pub" on Big Pine Key donated a large room upstairs for the meeting and they served us well. " It is a great place if you can find it." Call Clark, it is near his home. When David Dawes arrived he had Tim Ainley and Barbara Williams with him.

Tim has a Raka ""Beluga" in the Turks and Caicos Islands. (Sea People #47) He is also building a 60 ft. plus catamaran by Nigel Irens in Key West. The drawings and photos of this project stirred much interest.

Jason Brovilatte, who lives on No Name Key , has a Tangaroa that he built 14 years ago and sails the Keys and Gulf of Mexico as he spent many years in Louisiana.

Dan Kunz, whose Tiki 26 "Funky Flamingo" is on the hard in Marathon and is for sale, invited Charles Kanter and his wife Corinne who are both well known authors and regular contributors to Multihulls Magazine and other periodicals. It was a pleasure to see them again. They have sailed and lived in their Don Karmin catamaran "La Forza" for many years while promoting multihulls, surveying, and writing, etc.

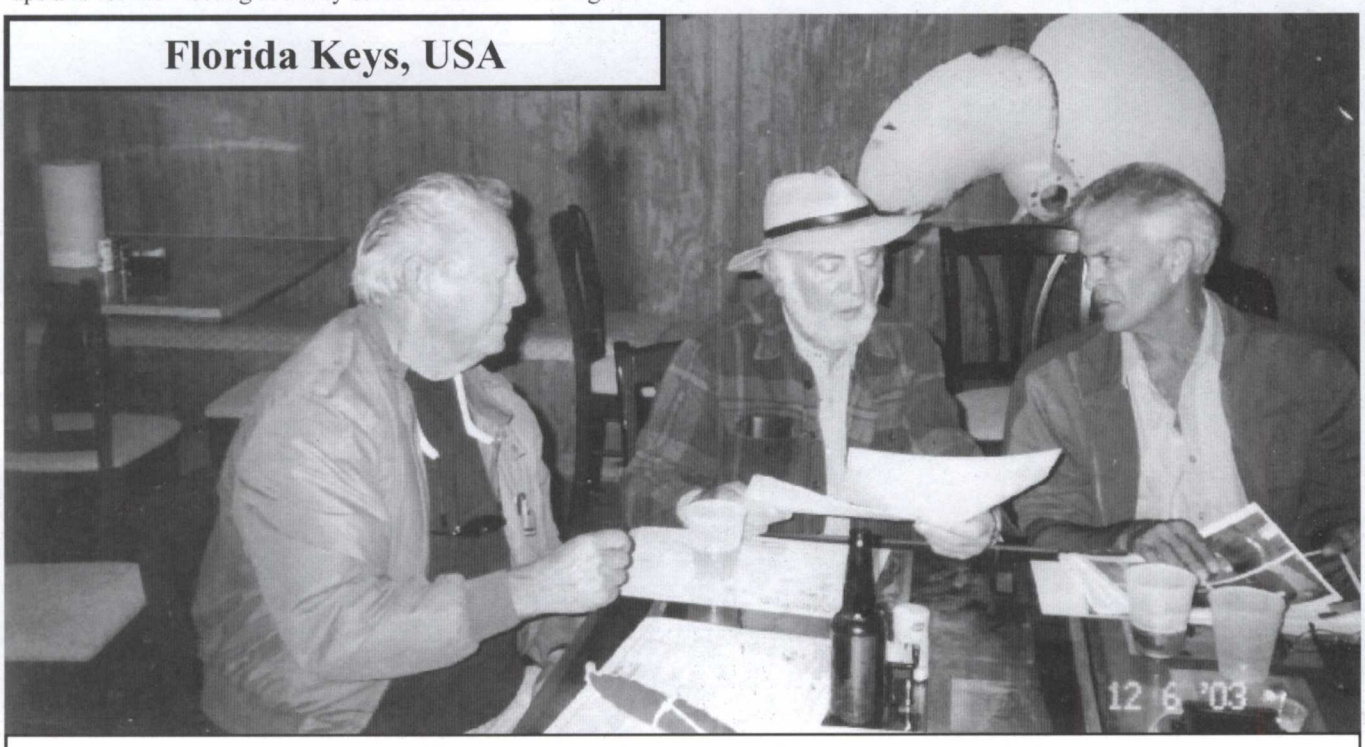
This was the first meeting of this sort in this area and we are hoping that there will be more of them and with better conditions. We have the P.C.A. and Ken Hook to thank for the burgees and magazine copies which were presented and offered. The burgee, which was presented for the longest trip by boat, went to Carl Lichty and the other for "best boat" was presented to Col. Clark Grimsley for his very well done Tangaroa.

The attending members were the judges. We hope that enough interest was stirred to prompt some renewals of former memberships and possibly some new interests.

My Tiki 26 "Inseparable" was just too far away for the time I had. Next time I hope.

Gene Perry

Florida Keys, USA



Gene Perry Charles Kanter Tim Ainley

NEWS FROM SEA PEOPLE

Paris Boat Show and PCA Social

What a **great** weekend, especially so when you can stretch them to 5+ days as I did.

Upon arriving in Paris, I found I'd received an e-mail from Philippe Eray, who explained that he wouldn't be able to attend the social on Saturday, but was I available to meet and talk at the boat show on the Friday evening. Having planned other business on the Friday, I decided that I could take care of that other meeting in the early part of the day and still get to the boat show in plenty of time. So I accepted his invitation, making a mental note to print out details next time I was on the Internet.

Whilst traveling back into Paris after lunch on the Friday, I received a phone call from Daniele Volpeliere asking if I was free to meet at the boat show in the afternoon. I informed that I was already enroute to the boat show to meet up with Philippe and arranged a meeting place and time.

When we initially met Daniele was excited about an exhibit she'd seen earlier in the day. Twin brothers Emmanuel and Maximilien Berque, had built a 6.5 metre sailing outrigger canoe MicroMegas 3 and had crossed the Atlantic using simple archaic navigation techniques - without any instruments aboard! Meaning **no compass, no watches or maps or any documents** and of course **no sextant, just their knowledge of star systems, wave patterns and Trade winds**.

Maximiien & Emmanuel are a whole lot more light hearted than their picture (centre pages) suggests! Truly a pair of wonderful free spirits

Daniele and I had a long interesting chat about Wharrams, sailing and life in general over several cups of tea when I realized that I hadn't had a chance to check the details of where I'd be meeting Philippe at 20:00 (that much I did remember, but not which boat he had mentioned he'd be by). Most boat shows I've been to in the last five years or so have always had some Internet company offering free but limited Internet access. Guess what – we couldn't find one!

We tried the organizers business office and a very kind lady offered us the use of a terminal. Two minutes later I had both the boat that Philippe had suggested meeting by and his mobile phone number. By now it was about 20:15 (boat show stays open to 22:00 on this particular Friday) and seeing as how Philippe had not called on my mobile number, I didn't know if he'd even seen my acceptance to meet him. A quick phone call and Philippe and sailing friend André met us and suggested some dinner. Where the conversation wandered from Wharrams, to cats, to PCA, to sailing in France. I told them how fortunate they were to have choices of restaurants at the show, while London show goers have to be content with snack bars and standing to eat.

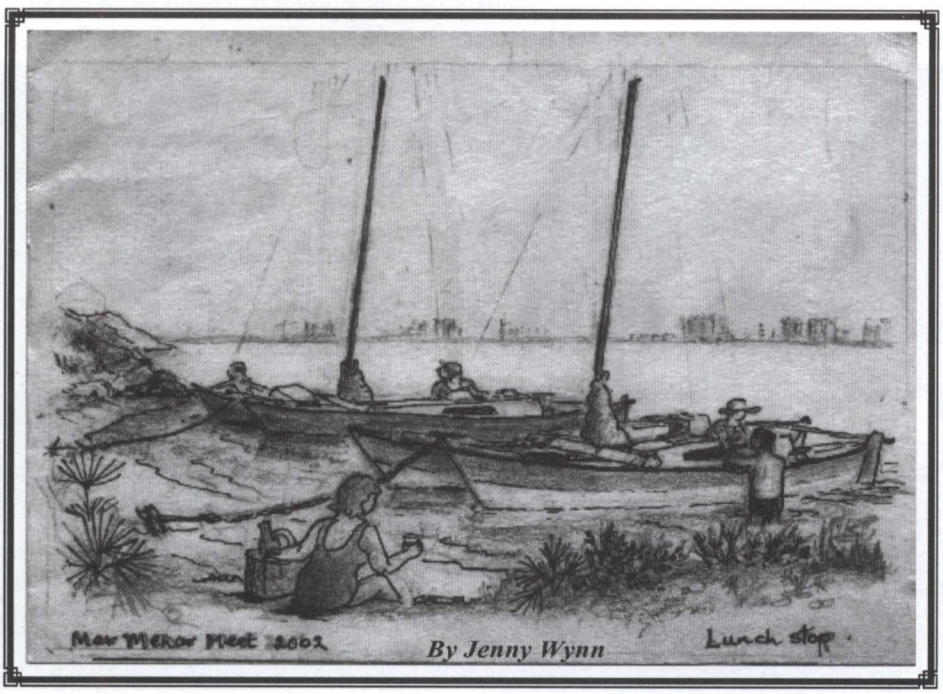
I met Ken Hook at the show on Saturday morning and we spent a delightful 15 minutes monopolizing Emmanuel and Maximiliens' time. They love Polynesian craft and sent their regards to James and his team. Now these guys are not some wayward kids but seasoned (fifties) mariners, surfers and explorers. They've won awards for their adventures with different organizations in France with this boat and the two earlier Micromegas' (one a halfboat, the other a daysailing tri).

PCA SOCIAL EVENING

Attending were Dirk & Elisabeth Horstmann (Tane), Jean-Michel & Anne Bader (Tiki 28), Benoit Castel (Hitia 17), Vincent Caracachian (Pahi 26), Danielle Volpeliere (monohull), Ken Hook (Tiki 21 & Tiki39) and myself (Pahi 31 & 42).

Meeting in the lobby of my hotel, we spend a couple of hours casually looking at photos and plans of our various boats, decided that a meet in the St Malo area in late May was a very good idea, enjoyed a drink and then departed for a meal. At the restaurant the conversation about our Wharrams and sailing in general continued for several hours, there's no rushing the French at dinner!

Dirk and Jean-Michel volunteered to co-ordinate the meet in conjunction with the PCA office. Details will be available on the PCA website, www.pca-seapeople.org as they develop. Details will also be mailed from PCA office closer to the date.



The Baders Tiki 28 is in the St. Malo area as well as 4 or 5 other Wharram designs, mostly at the smaller end of the range - 21s and 26s, although we know of a Tanenui in the vicinity (Channel Islands) as well.

Vincent, a new member, who joined on the evening sailed his Pahi 26 on the Golfe de Morbihan last summer and we have some pictures of that for upcoming issues of Sea People. Dirk also provided us with a CD of pictures for our photo library.

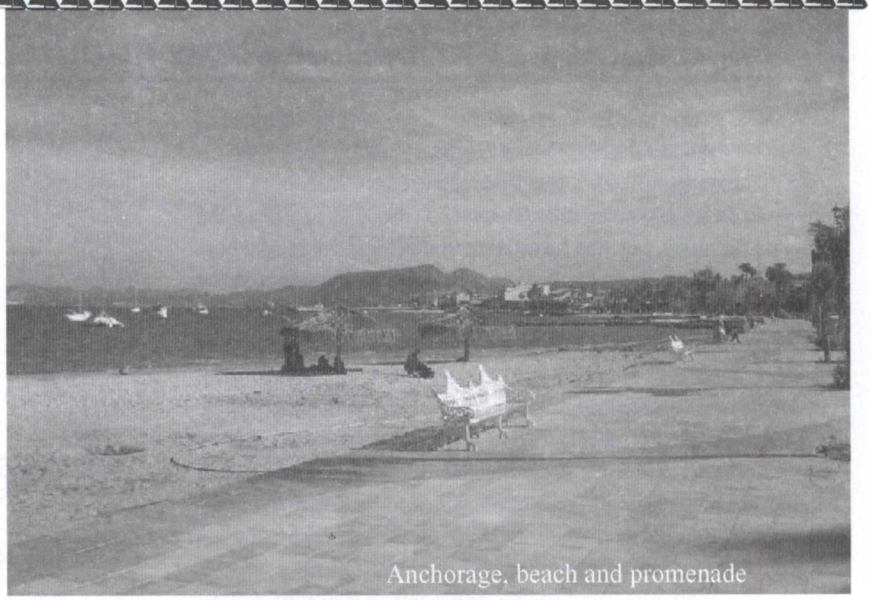
So we are all looking forward to meeting again in St. Malo / La Rance in late May.

Dave Peak

"Winter" in La Paz

Chuck Hinman Tahiarii Oro 46

La Paz, Baja, Mexico



Anchorage, beach and promenade

The first thing I did in La Paz was laundry at the Marina de La Paz laundromat. While I was waiting for the clothes to dry I ate nachos and drank a milkshake at the Dock Café next to the marina office. The second thing I did was put 'Tahiarii' on the beach at high tide to work on the rudder head and paint the bottoms. The third thing was to send email at the Internet Café on the Malacon (beach front walk) and eat ice cream at the polka dotted tree next door. The same day I went visiting Niel and Fiona on 'Keeshond'. This became the pattern of my stay in La Paz: Marina de La Paz, boat projects, email and ice cream, restaurants and socializing with other boats.

Marina de La Paz provides so many services that it was hard to avoid the place and some people get stuck there for years. You think I'm kidding? I've talked to numerous crews that came down from San Diego to cruise Mexico or cross the Pacific and got stuck in La Paz. Sometimes they go up in the islands a little north of there but they came back in a few weeks. There's a radio network for cruisers every morning for trading stories, information and those goods too valuable to ditch but are never used. The marina has the washing machines, the café, the propane refills, the garbage dumpsters, the used oil tank, wonderful showers, a radio to call anchored boats, a dive shop, the book exchange, a mail holding area where you can have your mail sent and a mail drop where you can put your US bound mail which is carried to the States by the first person driving or flying north. They also have the best nachos in town. Everything else being too expensive, that's all I ate there. I also introduced two other crews to the delights of a heaping plate of nachos.

The boat projects included replacing the temporary patch of the rotted rudder head with something longer lasting, the bottom job, trim tabs for the windvane self steering, sailing components for the plastic Walker Bay dinghy, complete the inventory of all the charts on board, replace all the inner tubes and cables on the folding bike, install another bladder for water and last but most important, build the lifeboat aka 'The Two Ton Tub' aka the hot tub.

I built the Tub on deck with the 6 sheets of plywood that I hauled on deck down from San Diego. It was my own design inspired by the pram I built as the dinghy for my first boat. The pram was six feet long, the Tub is ten feet long and four feet wide, in a word: huge. Suffering from the double fault of the designer and builder the Tub is big, ugly and stupid. It weighs so much it has to launched from deck by two people and hauled on deck by the jib halyard (block and tackle attached to the top of the main mast) assisted by a person with a lever. I forgot to level the bottom when I installed the bulkheads and decks so the Tub has a very noticeable clockwise twist. Tied to the

Terminal stages and consequences of 'harbor rot'

"Winter" in La Paz Chuck Hinman Tahiarii Oro 46

mother ship the Tub bashes its square corners into everything within reach like a mad bull goring the matador with his horns. But as nasty as the Tub is, it hardly notices a load, takes the surf like a surfboard where the Walker Bay inevitably takes a dive and will not sink when flooded as there are sealed compartments at both ends. It will be our escape vehicle of last resort.

Email has the taken the world by storm. Even the smallest village has an Internet Café, for example: Turtle Bay. La Paz had one or three last time I was there in 1997. Now it has dozens, seems like one on every block. I quickly found a favorite that only cost a dollar an hour and was right next to my favorite ice cream place marked by a polka dot painted tree on the beachfront road. Mexico has good ice cream and Popsicles made with fresh fruit juice and cream that make American versions look pathetic. The combination of email and ice cream quickly became a habit. Over a few weeks I wrote chapters 3 and 4 of 'Tahiarii's' adventures and sent them off and corresponded with family and friends 2 or more times a week.

I spent as much money on eating out as on groceries. Besides nachos I ate a lot of tacos. There were streetside taco stands and established restaurants devoted to this Mexican dish in all its nuances. The true Mexican taco is different from that served in the States. The tortillas are small wheat or corn flour patties. At the center is piled some sort of chopped meat or deep fried seafood. The meat can be beef, pork, or chicken served grilled, fried, or skewered. The additives are served in divided trays on the side. There are usually cabbage, fried peppers, radish and cucumber slices and sliced onion but no tomato, cheese, or lettuce as in the States. The sauces are set out in little bowls. There is a mild green avocado sauce and various hot sauces. It's all good.

Socializing involved going to restaurants and going to people's boats. While the America's Cup races were being run lots of cruisers watched ESPN race coverage on the wide-screen TV at Paradise Found Bar and Grill. I saw some crews I recognized and met a few more.

I met Allen in Sausalito and saw him again in the laundry at the marina. He invited me over for dinner with a few others so I reanchored next to him over by the navy base. Allen has an exact copy of Annie and Pete Hill's 'Badger', an engineless sailing dory with Chinese junk sails, which is famous in a couple of books they wrote. It was great to see his boat and hear his adventures in veterinary medicine, marriage and sailing. Shannon and Christie from 'Perseverence' came as well as Robert James on 'Kyotee Dick'.

I had met Shannon and Christie on the beach as they careened the same time I did to remove their propeller. They had seized their engine on the way down from San Diego when some fitting or hose blew up and dumped all their oil in the bilge. So they dumped the engine block overboard and sold the parts to other cruisers for spares. They are from Astoria, Oregon. Shannon is a young carpenter and they are both experienced sailors but I heard later that they lost the boat when they reached Hawaii because they got caught by a calm and the current set them on the rocks where the surf smashed the boat to pieces. They got off all right and I'm sure they are at work to get another boat.

Robert, Allen and I formed a kind of bachelors club for a while and often lounged around on Tahiarii's decks solving the world's problems and especially the war between the sexes until they sailed away in due time. Allen took the tide out one morning to sail to San Carlos on the 'mainland'. He was going to have the boat hauled out and stored and go home to be a large animal vet in Scotland until he could earn enough freedom chips to return. He knew personally the author of 'All Creatures Great and Small', (George Harriot is it? - [*Close, James Herriott]*). Robert had a female guest for the last week of his stay so I didn't see much of him there until he came by to say good-bye. He left for Hawaii and eventually Puget Sound.

I saw 'Peregrinata' when they arrived in La Paz and spent a couple of very nice evenings with Scott and Sonia and their girls Alexandria and Katrina. We spent one evening at the end of February walking through the Carnival, which was interesting.

The Carnival in La Paz was just like a county fair strung along the Malacon with a parade in the evening. There were booths set up on both sides of the street for 6 blocks with temporary electrical wires strung from trees and light posts providing power. The booths sold everything from booze to CDs to rugs to household items. Some booths had typical fair games like

"Winter" in La Paz Chuck Hinman Tahiarii Oro 46

darting balloons, shooting gallery and throwing balls. There were lots of sidewalk cafes, push carts and pedal carts selling all manner of food. Every block there was a bandstand blasting out various styles of music from Rock and Roll to Mexican cowboy music. Dodging the cotton candy hawkers with their tall racks or the helium balloon sellers was sometimes difficult, as there seemed to be dozens of them. Many booths and sidewalk racks sold jewelry and LED flashing plastic pieces seemed popular. A booth selling rugs and another selling pots and pans had hawkers that spouted a never ending staccato chant into microphones slung under their noses, which gave them a nasal wheezy quality that was quite alien but seemed to mesmerize the crowds that stretched across the whole street. The traffic police kept the cars off the street for the evening and squads of city and state police patrolled everywhere.

Rowing out of the marina one evening I rounded the outer dock and was stopped cold by the flood tide current. I couldn't get anywhere against 4 knots and standing waves so I went into the dock and was invited to the dock party going on there. I met Bill and Karryn Jackson from the large Searunner trimaran 'Seafire' moored next to us. Bill and his dad had built 'Seafire' in the 70's. It was supposed to be his family's escape vehicle but his father's health failed so Bill is sailing her. Bill and I discussed philosophy and American materialism and sailing plans. He was very interested in my plans to go to the Galapagos Islands. After the party wound down Neil, Fiona and I continued the party aboard 'Seafire'. Weeks later I exchanged chart copies with Bill as he had inherited an amazing set of charts and I had nothing for the Galapagos Islands or the Australs in French Polynesia.

I met another couple while the boat was beached, Christian and Debbie from 'Mana Kai', a large Piver trimaran. We traded Piver stories and invited each other to visit each other's boats. I finally managed to visit some weeks later and we had a great time talking and then went to see belly dancing performed by one the local cruising gals. Debbie thought my plan to go to Australia to find a wife was very romantic. They finally came to visit aboard 'Tahiarii' just a couple of days before I left La Paz. We had so much fun talking and drinking beer until late into the night that we forgot to eat!

A big wind came up the night of the full moon in March and with 30 knots of wind apposing 5 knots of ebb tide the 'La Paz Waltz' was particularly frantic. The next morn 'Tahiarii' did the Do-Si-Do with 'Sitka' as we re-anchored. I pulled anchor and did a wide turn around 'Sitka' to get further in toward the beach as 'Sitka' made a big turn around me to take my previous spot. We were both trying to get out of the tidal stream that makes life at anchor so interesting at La Paz. That's how I met Ray. I rowed over and discussed the wild time we had the previous night and he invited me to visit any time.

I was riding my bike back from a visit to 'Seafire' in Marina Palmyra a couple of miles down the channel when I rammed my head into the road sign that was overhanging the road at head height. It rung my bell. I hit so hard that I bit my tongue and loosened a front tooth. I covered my forehead with my right hand and it came away bloody. A big goose egg swelled over my right eye. I staggered around for a while getting the bike out of the road and collecting my hat and smashed sunglasses then sat down on the curb bleeding and letting my sinuses drain through my nose. The hotel manager and security guard came over to clean me up with alcohol and give me water to drink. My head cleared and walked to the hotel and waited for the paramedics to arrive. A paramedic put a butterfly bandage on my cut and I rode home.

I didn't feel like doing anything that day so I rowed over to visit Ray. My cut was leaking. His first reaction was, 'He's wounded. Will he let me fix it?' He pulled out chest after chest of medical supplies. His father is a doctor and his brother is a brain surgeon so he gets lots of medical stuff. He fixed me up and invited me back for dinner. In the evening I sat and laughed myself to tears as Ray cooked an amazing oriental dinner and told stories. Ray is a really interesting character. He looks young but has done lots of things. His father is Japanese and his mother is Swedish and he was raised in Indiana with trips to visit relatives in Japan and Sweden. He speaks and writes Japanese and has written articles for Japanese food magazines about fish. He lived in Hawaii, has fished in Alaska, dived for sea urchins, set up an Uni (sea urchin) processing plant in Sitka, Alaska, is a professional photographer and sailed various parts of the Pacific, but I think his real calling is comedy.

He told me about sailing with his Japanese uncle for two years from Japan through Alaska to San Francisco and back to Japan via Hawaii. His uncle retired from an executive position and received lots of alcohol as presents. He bought a Yamaha sail boat, which had a brand new 3 cylinder Yanmar diesel engine. That was the best thing about that boat because those boats are pieces of junk. Ray's aunt roped him into going along otherwise his uncle would have died. Uncle knew absolutely nothing about sailing but it didn't matter because he stayed down in the cabin drinking booze and chain-smoking cigarettes with his two buddies he invited to sail to Alaska. Uncle's idea of provisioning was to pave the floor with bottles of booze and put a false floor of plywood over them. Any time they wanted more booze they would cut away another strip of plywood and expose another row of bottles. The inside of the cabin was a thick blue-gray pall of smoke. The inside surfaces slowly turned yellow brown. Ray was sailing single handed because Uncle and friends were completely useless as they slowly shrank and turned yellow.

They weren't eating anything or drinking any water, just whiskey, gin, vodka and whatever else was under the floor, until they got to Alaska and Ray started catching salmon. That made Uncle come alive. He ordered Ray to catch more fish. Uncle only came on deck to cook. When they got to Dutch Harbor Uncle ordered Ray to dive and catch food. They would cook and eat everything that Ray brought up: sea cucumbers, sea

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pens, tube worms, crabs, sea urchins, everything. Then Uncle saw the halibut fisherman cleaning their catch and throwing the guts and heads over the side. Uncle got out a grappling hook and snagged the guts and heads and took them back to the boat in a 5-gallon bucket to cook on the hibachi. The fishermen saw this and flooded the Japanese with guts and heads.

Uncle didn't like the new engine, too small. So he ordered a brand new 4 cylinder Yanmar and had it flown to Dutch Harbor and Ray had to install it. Of course it didn't fit and Ray had to make extensive modifications. Uncle did other stupid, impulsive things like ordering Ray to cross the Mendenhall Bar between Juneau and Auke Bay instead of going around Douglass Island. You don't usually cross the Bar in a 6.5' draft sail boat but it was the highest tide of the month and they followed local fishing boats (drafts of 2'?) up the Channel and over the Bar, bump bump all the way. Ray would howl into the wind in English, 'You're stupid! You're so stupid you don't even know it! You !!!!!!! stupid son of a !!!!!!' At every port Ray left the boat and stayed away for a couple of days or weeks to regain his sanity. That went on for 2 years.

In a bar in Hawaii he met a woman who lived in San Francisco. One thing led to another and he was invited to stay with her any time he was in the city. Eventually the cruise from Hell ended and he flew back to San Francisco. He called up his friend to see if he could be her guest and she said yes. He stayed two years.

His friend ... and her partner enjoyed his company and decided he should be the father of their babies. He got both women pregnant ... multiple times because both women are mature females and it took a while for them to catch and there were miscarriages but finally both women had beautiful baby girls, 11 months apart. When asked why he did this, Ray said, 'I just wanted to be helpful.'

Ray described the economy of the household. The stupid, mean, blockheaded purebred cocker spaniels get $2500 worth of care every month. There's the professional dog walker that comes everyday, the dog groomer, the vet, the trainer. These dogs need a lot of training. They got kicked out of their play group. They don't play well with others. Then the house cleaners come. An old Chinese man cleans just the kitchen. Another Chinese couple cleans the rest of the house. The mothers are professional women so they have a nanny for the babies. The nanny is from Guatemala so the babies speak Spanish. Ray said he's down in Mexico learning his daughters' native language. There's also the gardener that takes care of the indoor plants. They don't have a garden because it is a townhouse. Ray became the fixer. He changed the light bulbs, fixed the plumbing, the electricity, the appliances, anything that needed fixing. This got around the neighborhood and he became the fixer for the entire neighborhood: just being helpful.

I was laughing so hard I hurt and had tears streaming down my face. Ray tells these stories with great voices, most of which sound gay and turns everything into farce. I told him he should do stand up comedy but he said this stuff wasn't funny in San Francisco, it was normal!

I was rowing back to the boat one day and passing the outer dock of Marina de La Paz I saw two young women sitting there. One was a red head with lots of freckles. The other was a blond with a great smile. The current was against me as usual so I stopped and started chatting with them. I thought they might be off one of the boats near by and asked them if they were from the boat next to them. They said no, they had just come down to the dock to look at boats and they had just arrived in La Paz the day before. I asked where they were traveling to and one of them said they were going to Guatemala to volunteer at an orphanage. I said that I was sailing down that way and asked if they wanted to crew. The red head bounced with excitement and shouted yes, that had always been their dream. In five minutes I had crew. We introduced ourselves. Laura, the redhead was 23 and from Merrit, south central British Columbia, Canada. Esther, the blond was 21 and grew up in Whitehorse, Yukon, Canada and now lives in the Okenagen Valley of south central BC. They are both world travelers. They met in Turkey. Esther spent a year in China teaching English. I told them about sailing and my experience and showed them Tahiarii out at anchor from the dock and made arrangements to pick them up and move them on board in four days time. They were so excited they jumped up and down holding hands and screaming. I learned that and giggle fits were their usual behavior.

I tried to complete the current boat project and organized and put away the stuff stored on the crew berths. They moved aboard two weeks before departure and learned knots, climbing on and off the boat, dinghy rowing, engine operation, anchoring, the electronics, the head, galley operation (stove, water, cleaning dishes, etc) and provisioning. I helped Ray get his boat hauled out for bottom work. The girls met Ray and he became a favorite of theirs. The girls came and went as they pleased after their chores were done. They spent lots of time with Ray at the boat yard.

Provisioning took about a week. The girls helped carry jerry jugs of diesel from up the hill down to the dinghy on the beach and over to 'Tahiarii'. We carried backpacks full of food from the supermarkets back to the boat. We enjoyed our last nachos, took showers at every chance and the girls washed the last laundry. A few last minute chores and we were ready to go at noon on April 6, 2003. The girls pulled anchor and I motored us out the channel. The girls jumped up and down, screamed, waved and blew the fog horn.

To be continued .....

PICTURE IT

Rémy Roy

If you want to have some souvenirs of your summer sailing cruise you can buy postcards but the best is to make them by yourself. With some basics rules to respect that is an easy job to do and a good occupation on board for everybody.

After your summer sailing and you are explaining to some friends of yours, what you've lived onboard, which nice coasts you've seen, and even the big waves your boat rode over. You are thrilled by each moment by reliving those times but your friends who were not with you onboard seem not to share the thrills.

They ask you for more details but you find it impossible to transcribe the reality with the exact words. So, you show to your friends the pictures you've taken onboard but, surprisingly enough, the enormous wave you were describing few minutes before seems very flat on the glazed paper, the huge scenery you've seen along the Greek coast has not the same appearance and the nice sunset is so dark that your friends don't even see one detail of your boat. After some tense minutes you give up the picture demonstration and promise yourself to learn a bit more about photography. Next year you will come back with some pictures so good that you will, for sure, sell them to the greatest sailing magazines. But, right now, it is time to learn the basics of the sea and sailing pictures.

Think your picture.

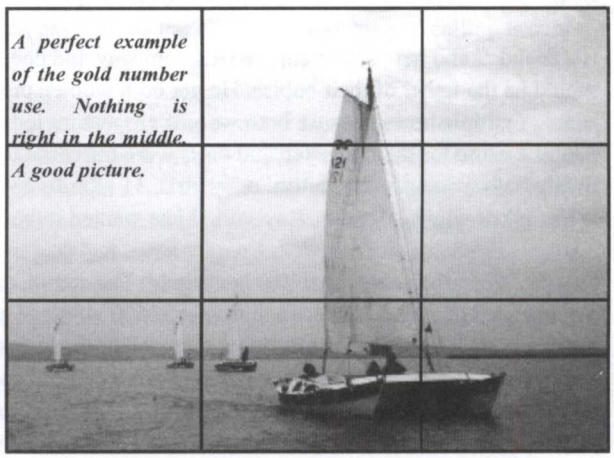
We will not examine the different cameras you can buy. So what if you can throw millions on the table to get the very latest camera with the best lenses but the best camera will never make the best photographer if one doesn't know how to use it. Now, even a little still digital camera can take a very good photo. The best picture is the one you've taken at the right moment, at the right place. As you have not the same means as the professional (no helicopters, no speed boat, unlimited film, and so on...) the best you can do is to think your picture before the shooting. Most of the professional photographers have at their disposal dozens of rolls of film for one shooting session. You have just two or three films for one sailing week. You're not allowed to shot twenty five times the same photo for just getting one good shot.

The gold number.

There is a basic in photography. Think of the picture as if it will be a painting in a frame. Compose it as a painter would. For that you must divide the frame in nine parts. Three vertically and three horizontally. Some say that is the perfect frame division, the golden number, for making the best painting and if it is for painting it's the same for photographing. After all a photo is just a modern painting.

When you've divided the frame you have just to place the different elements in them at the right place. In a sailing picture the basic of the basics is: keep the horizon line at the right angle. The worst is to have a skyline crooked and a mast straight in the middle: even a multihull lists a little bit when the wind is blowing.

Another rule is also to try to put this skyline not right on the middle but in the upper or lower third of the picture setting.



A perfect example of the gold number use. Nothing is right in the middle. A good picture.

Not in the middle!

Here's the main rule. There is nothing

worse in a picture (unless you do a portrait) to have everything in the middle (your kids in front of you; you in front of the mast; the mast in front of the boat which is in the back of yours...). Never hesitate to shift yourself to the right or the left for having a better setting. You can also ask to a crewman to move a bit

in your setting.

The angle from which you take the picture is also a component of your picture. This angle can change the perception that someone can have of your photo and of the message in it. For example imagine you are sailing in a storm and you want to take a picture of the big breaking waves behind the helmsman. If you take a high angle view on the helmsman with the sea in the back that will probably give a flat picture (unless if you are in the roaring forties with waves fifty feet high), especially if you take this picture with a wide-angle lens. On the other hand if you do it with a medium telephoto lens at a low angle view this will give you a better picture where the waves in the back seem wanting to break over the helmsman. The telephoto lenses flatten the perspectives and give a greater importance to the back scene.

You can never be too close unless you want to have all of the scenery

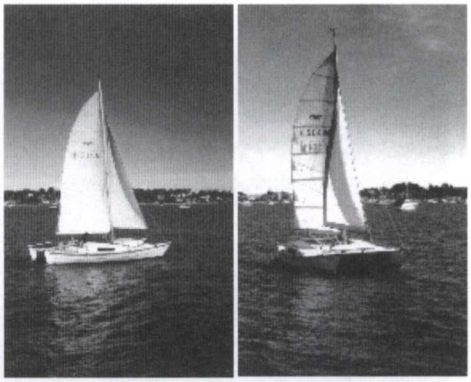
From the outside.

Most of the time sailing pictures are taken from the deck. Having a photo of your own boat is something you probably not thought about. The reason for that is mainly because most of the owners want to be on the picture and the question is: to be on the photo or to take it? The answer is: delegate! Yes, your wife can be as good as you behind the helm or the camera's eye (no, she will not put your cat on the roof). That's why most of the pictures taken from outside of the boat are mainly at the mooring. If you sail with a limited crew (two or three people) taking a picture of the boat from outside needs to be organized into a special sailing and shooting session. You must organise everything before starting. Everybody on board must know where the boat has to sail, how (on the bowline or on fair wind) and also where the photographer will be positioned. Several options are on purpose: from on another boat (friend or the tender) or from the coast. If you shot from the coast you must tell the helmsman exactly where the boat have to sail, and where he have to tack to avoid the wasting time.

Never too far.

Now the question is: to have full sail in the setting or just the hulls. If you want to have everything, think about using a full-length portrait or you may use a wide-angle lens (beware of the distortion with a lens under 35mm). If you want to have more details of the life on board use the landscape format and a semi telephoto lens. The best for that kind of picture is to use a zoom lens (35-200mm is a good one) and to adjust the focus for having the boat in close up. The rule is that you are never too close to the boat (beware of the shoals or rocks for the keels). You can also climb on a cliff, in a mast or on a bridge for having a bird's eye view for example.

Remember also that a sailboat is more beautiful from the leeward than from the windward side and from 3/4 in front than from the back. If you operate from the shore, having a foreground (trees, flowers, rocks...) gives a plus to the setting. That gives more depth to the focus.



Better from leeward than from windward

Use the flashlight.

The last thing to learn (but not the least) is to study the light. Remember that the word photography is coming from the ancient Greek language and means scribing with the light. The best hours for a shooting session are in the middle of the morning or of the afternoon when the sun is not too high in the sky and the light warmer than at midday.

At that particular hour the sun is too high and the light too white with no shade. Everything seems to be flattened by the light.

For those who want to take pictures with a backlight you can use the flashlight to give light on the foreground (a crew for example). You can also use the flashlight when you want to minimize a shade.

Now you can shoot good pictures during your next sailing party. If you have some nice ones just send them to your favourite sailing magazine. And if you want to be the cover's author think about using the full-length portrait format...

Want to put that into practice? want to get rewarded for it? want to help improve the magazine?

PCA Photo Competition

Remember portrait orientation is best! Enter as often as you like!

The 4 contributors of the 4 best photos will be awarded an item of merchandise of their choice (burgee[new style], clothing, 3 mags,etc)

Send photos to pcapix@pca-seapeople.org (less than 1Mb please) or PCA Office (by 30th Septmber 2004)

Toroa ~ Building My Pahi 42

Peter Richardson

1. Cutting backbones & bulkheads
2. Setting up backbones & bulkheads
3. Adding stringers, stem and sterns
4. On goes the ply planking and she's starting to look like the proper ship she'll eventually become

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Winter Recipes to warm the cockles of yer heart

Yes, I know it's summer in the southern hemisphere, but you don't have to rub it in! With approximately 90% of members still awaiting spring, here's a couple of nautical favourites that'll warm yer bones through and through.

Newfoundland Fish & Brewis

Just reminiscing about this recipe makes the temperature feel 10 degrees warmer.

1 piece of hardtack 100-150 grams of fish (use what you got, whitefish is best) 100 g salt pork (or streaky bacon)
1/2 Spanish onion, chopped finely from top to base chopped parsley 1 large potato **(all measures per person)**

1. Soak hardtack in water until it won't soak no more (could take 4+ hours) 2. Bring water to a boil, add drained hardtack, broken into bite-sized pieces 3. While hardtack is warming, cut salt pork and potatoes into 6-9 mm cubes and render slowly until browned 4. Add onions *(pork/potaoes/onions now = "scrunchions" delicous as is)* and hardtack, cook 'til browned. 5. Chop fish into bite sized pieces. 6. Cook, stirring for about 3 minutes. 7. Add parsley for final 20-30 seconds of cooking.

Maryland Oyster Stew

1 pint shucked oysters, with liquor (oyster juice)
1 quart milk (buttermilk if you can get it)
¼ cup (½ stick) margarine or butter
salt and pepper to taste
seafood seasoning, if desired

*** SO EASY, SO GOOD ***

In a 4-quart pan, heat the oysters with their liquor over low heat until edges of oysters just begin to curl. Add milk, margarine or butter, salt and pepper. Cook slowly, **do not boil**. For an extra "pizzazz," sprinkle a little seafood seasoning on each serving.

seafood seasoning (sodium free)

1 T Celery Seed	1 T Black Pepper	1T Onion Powder*
1/2 t Cardamom	1/2 t Dry Mustard	1/8 t Cloves,Ground
1 t Paprika	1/4 t Mace	6 Bay Leaves, Ground

Store in an airtight container. Yield: 16 Servings *Check for sodium in Onion Powder

Bahama Mama's Jiffy Fish

Simplicity in itself — Fish, butter, lime juice, chilli sauce

1. Dice ¼ to ½lb (per person) of meaty white fish into ½" cubes
2. Toss cubes in melted butter
3. Cook quickly (2 minutes) in hot skillet/frying pan, tossing every 20-30 secs - add limejuice generously, if you have to ask then just a bit more, while cooking
4. Serve with a hot sweet chili sauce over plain boiled white rice and/or roti style bread

And if yer still a wee bit chilled ...

How about the "mother of all drinks" introduced to me as an "Afterburner" a simple, totally **unsubtle**, winter warmer.

½ shot glass of vodka + ½ shot glass of tabasco sauce! Yes, that simple, that deadly. Do not use other hot sauces, do not use less than ½ shot of tabasco (it only tastes foul), do not under ANY circumstances drink a beer immediately after, to cool you down, it has the opposite effect, in that it spreads the warming effect all over your body, nerve endings screaming in alarm. The warming effect of an "Afterburner", named I'm told after the afterburners on the F-16 fighter aircraft. It is not a burning sensation as one might expect and is limited to the stomach area and lasts about 5 minutes. No unpleasant morning-after effects either. One drink is sufficient, a second is unknown territory to this writer.

Similar drinks are also to be found, for example "Prairie Fire" substitutes Tequila for the vodka.

On the other hand a hot cup of coffee with a drop of rum*, also takes the bite out of the March winds.
*or alcoholic spirit of your choice

Hints and Tips

Dave Peak

A couple of issues ago, Mike Wynn decried, quite rightly IMHO (In My Humble Opinion), our reliance on engines. Unfortunately for some members they are a necessary evil to allow us to spend at least some time on the water, before rushing back to the hustle and bustle of everyday life. What I hope to do here is prevent you from buying that "bigger, better" engine that you think you need. As mentioned elsewhere in the mag (page 12) , I empathised with Dave Brooman's engine quandary - heavy reliable diesel vs. lightweight, quirky outboard. Having mentioned one solution (Yamaha 4 stroke outboard) there is another way.

Outboards by and large don't push displacement vessels particularly efficiently compared with inboard diesels. Their primary goal in life is to push lightweight little boats around at excessive speeds. Over the years some outboard manufacturers have gotten pretty close, old Seagulls, big prop (compared to their cousins), high thrust (Johnson Sailpower) etc. Well there's help from another marine area—tugs and fishing boats.

In a yard in northern Florida, I noticed a seemingly endless parade of shrimp boats (100-150') having work, similar work done to their stern gear. The props were being surrounded by a tube.

I asked a skipper what he was having done to his boat, offering him a cold beer (it was a hot day and they do tend to ease the conversation along really well—social lubrication?). He replied that he was having a KORT* Nozzle fitted (** Not to be confused with a Prop-Guard which is only intended to guard your prop).

"Why" I queried, "Does it increase your speed?", blissfully ignorant.

"It can do, but what it really does is increase the thrust by 25-40% at manoevring to trawling speeds (2-8 knots)", he replied "So I can haul 25% bigger nets without buying bigger engines". "Furthermore, other skippers have reported 10-15% drop in fuel consumption as well".

It struck me that that's what I needed on my Narai, more thrust, my Mercury's prop wasn't producing enough. Increased fuel economy, would pay for the nozzle (I hoped).

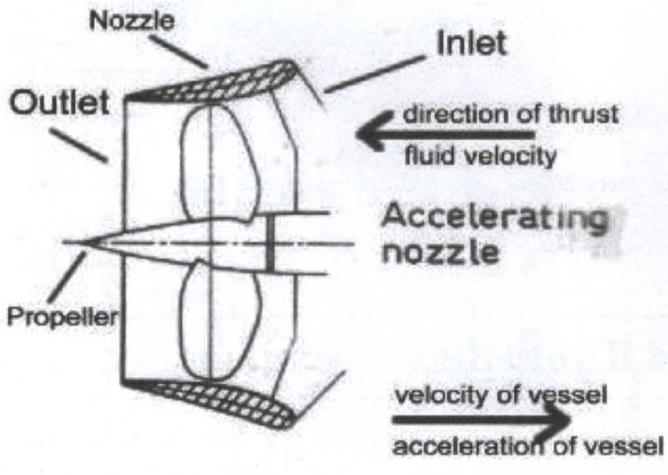
Further investigation showed that like the shrimper had told me, nozzles do provide 25-40% more thrust because there's a huge variety of different nozzles, different aspect ratios/ accelerating or decelerating, etc. etc. But the way they primarily work is in two ways -

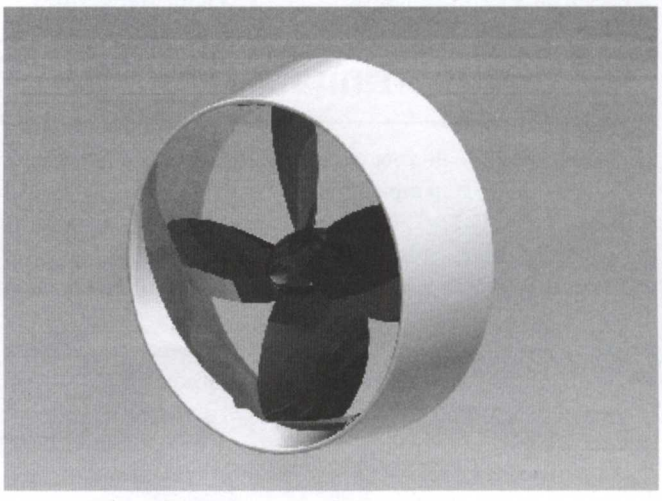
1. Simple nozzles utilise the thrust lost off the tips of the props as additional forward propulsion.

2. More advanced nozzles "funnel" the water through a slightly narrower exit from the nozzle, as well as 1. above.

So, I've decided to put the theory to the test and build a Kort nozzle and test it out this summer on my Pahi 42. Watch this space.

Has anyone else been down this path?





*The idea of putting a shroud around a propeller is very old but it was only in 1934 that Stipa and Kort showed that a practical propeller of this design was possible. Kort designed a whole series of ducted propellers which proved very valuable when used in ships like tugs, push-boats, supply ships, trawlers etc. For this reason, his designs became known as Kort Nozzles. His breakthrough was to shape the shroud around the propeller like an aerofoil rather than a simple ring. If the high-pressure side of the aerofoil faces outwards (so the top is like an aircraft wing right way up), the duct is of the decelerating type. If the low pressure side is outwards (so the top is like an aircraft wing upside down) the duct is accelerating. An accelerating duct produces positive thrust and increases the efficiency of heavily-loaded props (a heavily-loaded prop is one where the power being put through it is close to the maximum absorbable for that prop design).

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

My **Hitia 17** "Prince of Tides" is for sale! Built in 93/94 from best materials, the boat has been completely refitted last year. With road trailer, slip wheels, deck tent and lots of gear. Reinforced foredecks, rudders and trampoline. Really in an excellent shape. Lying in northern Germany. Price : **Euro 3400. -**
Wulf Claussen, 10439 Berlin, Nordkapstr. 8 Tel. & Fax 0049 - (0) 30 - 46 79 6464
Best regards und immer eine handbreit Wasser unter dem Kiel

FOR SALE - Wharram **Tiki 21** - "Neko"
Price £3,500 or near offer – Euro 5,200(approx)
This Tiki 21 has been transformed from a small cabin format to a large cabin. She now also has a Crab Claw Sail Rig with a Mizzen. Lying: south UK, Ply/Epoxy construction. Sails, Spars & rig: Jeckells Mainsail and 3 Jibs. Crab Claw Sail. Extensive inventory includes nav equipment, original main & 3 jibs,Tohatsu o/b and 7' dinghy with Seagull o/b. (photo in SeaPeople #52)

John Ireland tel no 01903 265 877 (after 17:00 GMT).

FOR SALE - **practically new equipment** at very favorable prices, e.g. Barton blocks for main- and mizzen sheet and jib down haul, Nylon cleats, Original Yamaha tanks etc. For full information please visit the website www.jojo.at/english/board/board.htm
Josef Mayer
http://www.jojo.at Comments welcomed – tiki@jojo.at

TIKI 26 for sale **** Bargain ** The price 10.400.- €**
She is complete with everything (GPS; Outboard; Dinghy; tent; sunroof: etc.). Even includes a trailer and slipwheels. At present time she is in Croatia.
Peter (Weigel) Germany weigel@wtal.de

WANTED - I would like to find hulls of a Pahi 31 or Tiki 31, having no time for a complete build. The idea is to set a tiki 31 rigging on her and a minimal deck pod, looking like the tiki 38's.
I built a Benford 30' "Belle Amie" (1972) still sailing with a friend of mine (20,000 miles or more with me). I am the owner of a racing trimaran (22') found on Lac Leman, with a wing mast of 12M, 52sq m for 700kg, with a special trailer for changing sailing areas.....
eventually for sale or exchange if I find a Pahi 31 or Tiki 31
phone= 04 66 48 29 84 (after 22hr or before 8hr),
Paul Francois Foussat,Poujan,48230 Chanal, France

For sale **Tiki 21** - Asking **$3000**. Built by boat yard/ cabinet maker in 1992 – Located Newport, Rhode Island, USA.
Marine ply, epoxy. Sails are in good condition.
Mainsail by Jeckells, Jib & Cruising spinnaker by Haarstick
Evinrude 4hp long shaft, no reverse gear, starts and runs.
2 Danforth anchors & chain – Tall rig (+2') - Tent frame (no tent) - 18' ft boat trailer (new springs) - Boat is currently disassembled for road transport.
"David Dawes" (305) 587 2721

"Yellow Cat" still for sale, now returned to the UK. Heavily built **Tiki31** fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. **£10k**
Cheers, Paul.
"Yellow Cat" Rats Castle, Clovelly, EX 39 5TF
tel. 07831 392016

For Sale: Full set of plans for **Melanesia**, guaranteed not yet built along with some epoxy and associated materials.
I have decided that I am a sailor, not a builder. I will never finish especially as I now live in a flat.

Offers please to Alan Howells on 01179 442618

FOR SALE - Plans for **26ft TIKIROA** (No. 50) - newcondition and no boat built to these plans. Moved to a smaller house and as the years go by, I can't see that I will ever get round to building. So, the plans are now for sale at £300ono.
Nick Riley, 161 Botany Road, Broadstairs, Kent UK CT10 3SD – + 44 (0) 1843 860247 nick-riley@lineone.net

Crew wanted
Crew required for one way sail to the lagoon at Faro (from Bangor, N. Wales) in 2004. No dates or details yet.
Some work required winter of 2003 before we can go, I need to remove engine pod and existing engine and replace with an alternative as yet not decided.

Dave Brooman +44 (0) 7771 508 460 or see handbook.

CREW Available – ex Tiki 26 owner (Day skipper theory) seeks Ocean experience next year - 2004. In exchange for expenses contribution, help preparing boat etc.
Based West Midlands - travel no problem (well I wouldn't be a PCA member if it was!!)
Andy White – andy.white@mowlem.com - 01952 813466

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Hello Sea People,
On January 14th I received my Sept '03 issue! Ten days later it was followed by my Dec '03 issue! I know what your plan is, if we Yanks wait too long for our next issue we will all sail at once for the UK to pick them up ourselves, at which time you will declare it the biggest PCA Meet yet!

Ed—Would that we were so clever/cunning ?

The photo quality is much better and the color, Wow! Please don't improve too much, what's next, advertisements for high dollar "condomorons"?

Ed– Not while I'm editor!!!

The plan for my no-cost Tiki46 is progressing. I have purchased the commercial property, building the warehouses will start soon. As soon as the rent starts coming in I will have a free 30' by 60' building to start my project and I will then purchase my plans.
I live in a house on a canal, just 5 minutes from the Intra Coastal Waterway. Please inform PCA members to stop by for a free dock for a night or two if they are in the area. It would be great if Ann & Neville Clement stopped by in their Tiki46, PeaceIV.
Did I mention hot showers and transportation to the food stores?
Cheers
William Tait "Bill" (Palm Coast, Florida)

****** Bill will be hosting a PCA Social April 17th, in conjuction with Ann & Nev Clement.***

Kenneth and all production crew,
Read the latest SeaPeople from cover to cover as soon as it was prized from the postman's hands.
Four per year plus colour etc for an extra fiver "BRILLIANT!"
Thanks
Dave Mitchener (UK)

Dear Sirs,
Just a note to the editorial team about No.54.
Brilliant Brilliant Brilliant
Great improvement with colour pages. I am always waiting for the next edition but this one is by far the best. Haven't read it yet so here goes!
Keep up the good work and many thanks from a very happy PCA member.
Yours sincerely,
Edward Bracken

The Pushpit.....
Dates for your diary -

***May 20th** deadline for next magazine materials*

See "News for SeaPeople" on page 4 for meets.

Paul Barnett (Tiki26 sloop), Nigel Dyer (Tiki26 tiki rig), Ken Hook (Tiki21 tiki rig) are planning on measuring sailing performance of their craft during 2004. All are welcome to observe and assist. Contact Paul (01202762727), Nigel (01202721066) or Ken (01202531445) or check website for more details.

?? Any Melanesias in the vicinity ??

Hi Everyone,

The building of Red August Moon (Pahi 42) would probably make a good book. Perhaps I could do a magazine article on building failures! The building wasn't helped by my first wife leaving for a dive instructor shortly after announcing that I had an obsession with 'this James Wharram thing' and wanting to build a catmaran and that 'you can die out there you know'! She currently works as a hostess on a cruise boat making trips to the Outer Barrier Reef!!!

I'm remarried and initially good progress was made. Since then we've been involved in breeding a couple of foredeck crew and a galley slave! Progress has been further hindered by moving to Brunei for 3 years 95-98 and shipping all my timber to Sydney only to be made redundant one year later (2000 to 2001) and shipping the whole lot back again to Cairns.

I'm now staying put for a while and have recently started some progress. I'm ready to start assembling hulls when I've fixed up and sold the 24 foot monohull, sorry for the swear word (I need the space in the yard).

The PCA will be the first to hear about it when I've got more than bulkheads to photograph!

Can I congratulate you on all your excellent work on what looks at a distance to be a revival of the PCA.

Stay in touch
All the Best
Trevor A. Lowmass

Hi,
Mag arrived in New Zealand today Thursday 22nd (Jan)- quickest delivery ever !!
...
Magazine looks great in colour - good stories too!
Regards,
Edgar Vandendungen

We had moved to a bulk mailing service in 2001 as it offered savings to overseas (non UK) members. However, a number of problems (not just Sept 11 and Anthrax postal scare in US) have occurred which has delayed delivery (substantially in some cases—see Bill Taits letter regarding delivery of Sept issue **[above]**) and lost (issue #47), this coupled with the seemingly uncaring/unhelpful attitude (well we are only small fish to them compared to large companies) of the **Business Post** (subsidiary of FedEx) office manager (in Poole) forced us to go back to regular mail. It seems like a popular/correct decision.

*Ken Hook (*PCA Secretary)

Support your Association
And spread good fortune....

With a lucky PCA burgee and clothing too
your voyage is assured of success.....
Reading matter? Back numbers of course!

Committee member Gerald Winkler shows
our Burgee in the Adriatic That's the way to do it!

NEW RED BURGEES, DOUBLE THICKNESS, PRINTED LOGO BOTH SIDES.....£12 INC. P&P

TEE-SHIRTS (round neck).....£12 each + P&P
POLOS/TENNIS(collar + buttons).....£15 each + P&P
SWEATSHIRTS.....£16 each + P&P
BACK ISSUES of Seapeople.....£3.50 each INC. P&P

BUY IN BULK **5 or more ISSUES. £3.00 each INC. P&P**
10 or more ISSUES £2.50 each INC. P&P

PACKING & POSTAGE ON CLOTHING ITEMS: UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM - EUROPE AIRMAIL:£3PER ITEM WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE (OR CREDIT CARD – PHONE OR WRITE), OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

The Captain's Parrot.

A magician was working on a cruise ship in the Caribbean. The audience would be different each week, so the magician allowed himself to do the same tricks over and over again. There was only one problem: The captain's parrot saw the shows each week and began to understand how the magician did every trick.

Once he understood he started shouting in the middle of the show: "Look, it's not the same hat" "Look, he is hiding the flowers under the table" "Hey, why are all the cards the Ace of Spades ?" The magician was furious but couldn't do anything; it was, after all, the captain's parrot.

One day the ship had an accident and sank. The magician found himself on a piece of wood in the middle of the ocean with the parrot, of course. They stared at each other with hatred, but did not utter a word. This went on for day after day.

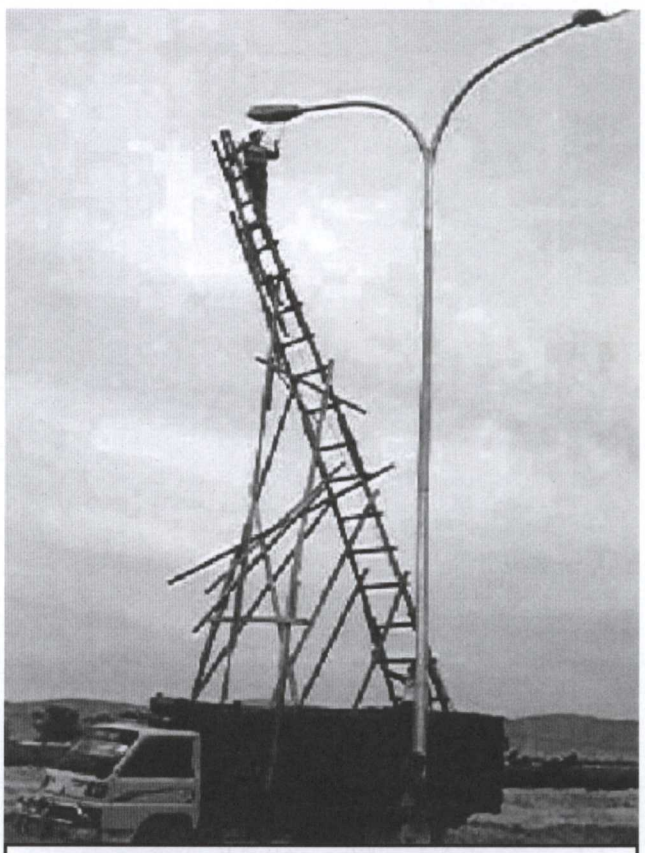
After a week the parrot said: "OK, I give up. Where's the boat?"

Reflecting on the Past.

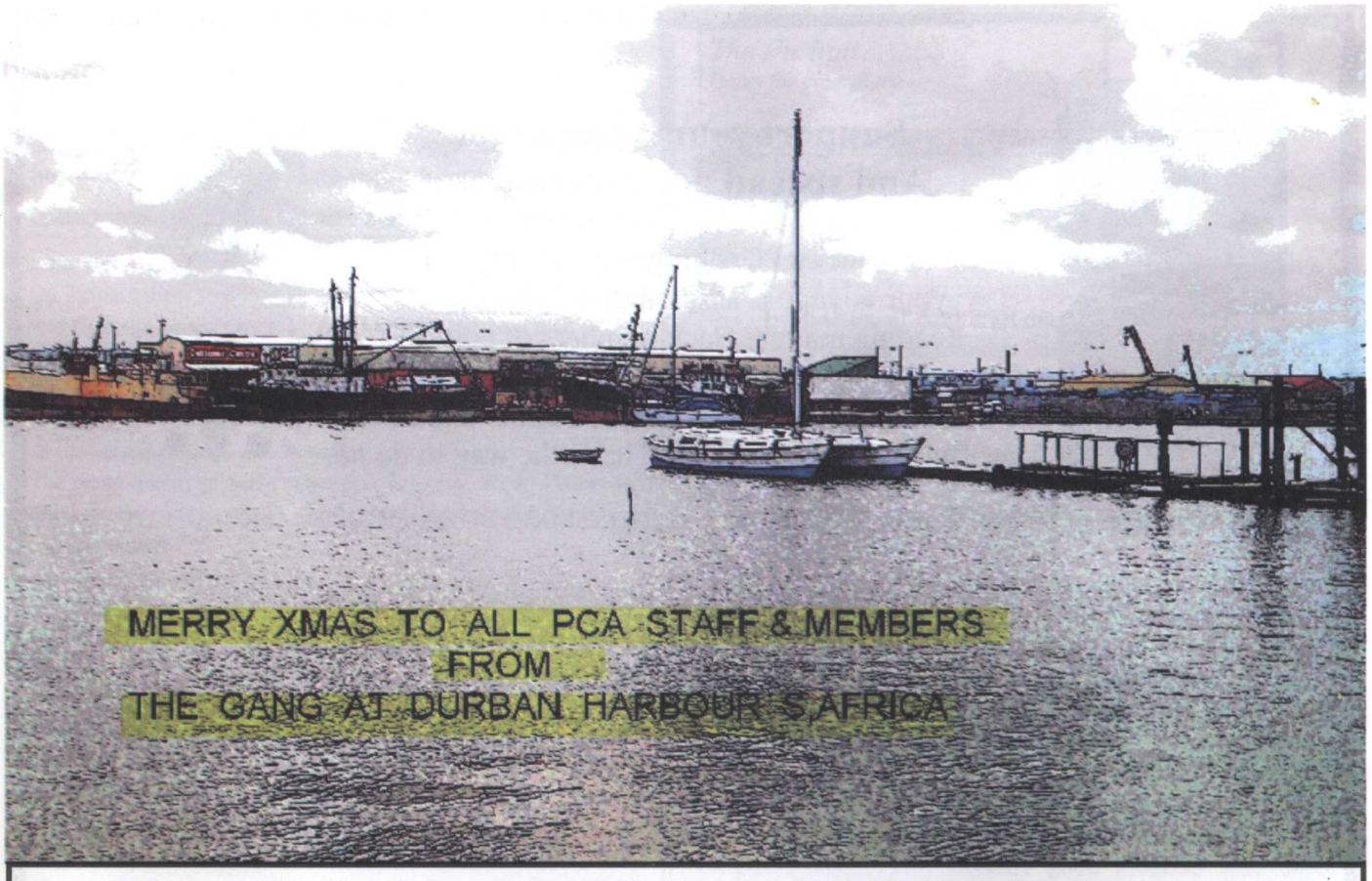
An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different color.... green, red, orange, blue, and yellow. After a while the young man noticed that the captain was staring at him.

"What's the matter old timer, never done anything wild in your life?"

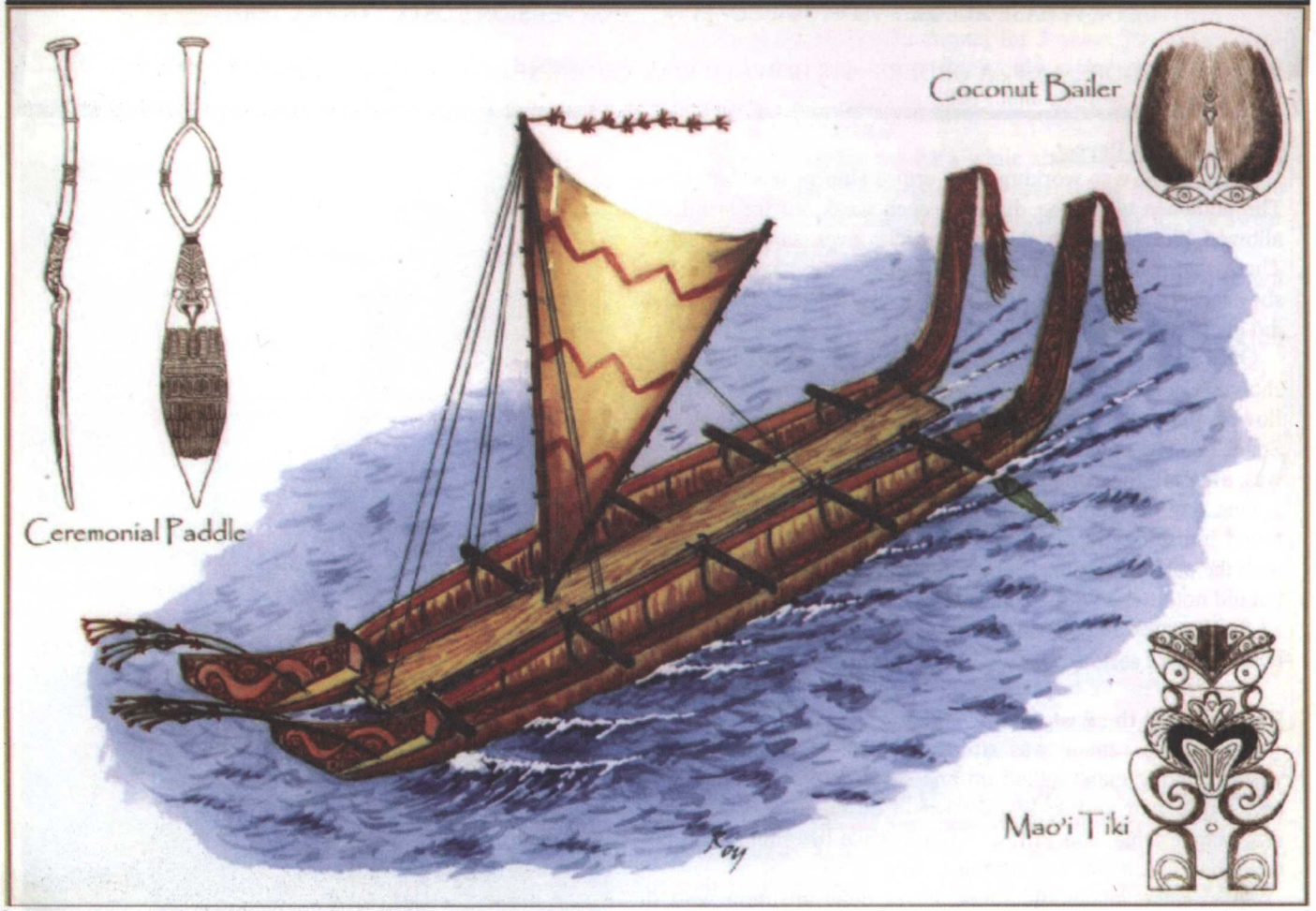
The old captain replied, "Oh yeah! Got real, real drunk once and married a parrot. I was just wondering if you were my son!"



Just be careful, see where a unbridled improvisation can lead! Thanks to Geoff Cann



Xmas cards from Vernon Potgeiter (above) and Rémy Roy (below)



All my best wishes for the PCA committee and members. I hope that 2004 will gives to you everything you can will. Happy New Year, Rémy Roy